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KOWLOON-CANTON RAILWAY. TIME-TABLE. WEEKS DAYS.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	6.40	8.05	9.10	10.00	13.00	1.15	2.15	4.35	5.43
Yamati ...Dep.	6.49	—	9.20	10.07	12.07	1.23	—	4.43	5.50
Shatin ...Dep.	7.01	—	9.33	10.19	12.19	1.34	—	4.54	6.04
Taipei ...Dep.	7.15	—	9.47	10.32	12.32	1.47	—	5.07	6.15
TaipeiMarketDep.	7.20	—	9.53	10.38	12.38	1.51	—	5.11	6.19
Fanning ...Dep.	7.30	—	10.08	10.46	12.46	2.01	—	5.26	6.35
Shuanghui ...Dep.	7.35	—	10.10	10.51	12.51	2.06	—	5.31	6.40
Shamshun ...Arr.	7.41	8.45	10.14	10.57	12.57	2.12	2.55	5.37	6.41
Canton ...Arr.	—	11.50	5.38	—	—	6.03	—	—	—

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Canton ...Dep.	—	—	—	8.05	—	—	—	—	2.30
Shamshun ...Dep.	7.13	8.05	10.34	11.09	11.37	2.58	4.41	5.49	6.24
Shuanghui ...Dep.	7.25	8.12	10.41	—	11.44	3.10	4.48	5.56	—
Fanning ...Dep.	7.30	8.16	10.46	—	11.49	3.19	4.52	6.00	—
TaipeiMarketDep.	7.40	8.26	10.56	—	12.00	3.21	5.02	6.10	—
Taipei ...Dep.	7.44	8.31	11.00	—	12.05	3.26	5.07	6.15	—
Shatin ...Dep.	7.57	8.44	11.13	—	12.19	3.39	5.20	6.28	—
Shuanghui ...Dep.	8.11	8.58	11.25	—	12.31	3.51	5.32	6.40	—
Yamati ...Dep.	8.17	9.02	11.31	11.49	12.37	3.57	5.38	6.46	7.04
Kowloon ...Arr.	—	—	—	—	—	—	—	—	—

SUNDAYS AND PUBLIC HOLIDAYS.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	6.40	8.05	9.10	10.00	13.00	1.15	2.15	4.35	5.43
Yamati ...Dep.	6.49	—	9.20	10.07	12.07	1.23	—	4.43	5.50
Shatin ...Dep.	7.01	—	9.33	10.19	12.19	1.34	—	4.54	6.04
Taipei ...Dep.	7.15	—	9.47	10.32	12.32	1.47	—	5.07	6.15
TaipeiMarketDep.	7.20	—	9.53	10.38	12.38	1.51	—	5.11	6.19
Fanning ...Dep.	7.30	—	10.08	10.46	12.46	2.01	—	5.26	6.35
Shuanghui ...Dep.	7.35	—	10.10	10.51	12.51	2.06	—	5.31	6.40
Shamshun ...Arr.	7.41	8.45	10.14	10.57	12.57	2.12	2.55	5.37	6.41
Canton ...Arr.	—	11.50	5.38	—	—	6.03	—	—	—

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Canton ...Dep.	—	—	—	8.05	—	—	—	—	2.30
Shamshun ...Dep.	8.13	10.41	—	11.44	3.05	5.07	6.41	6.03	—
Shuanghui ...Dep.	8.16	10.46	—	11.49	3.10	5.11	—	6.07	—
Fanning ...Dep.	8.30	10.56	—	12.00	3.21	5.21	—	6.17	—
TaipeiMarketDep.	8.35	11.00	—	12.05	3.26	5.25	—	6.21	—
Taipei ...Dep.	8.45	11.13	—	12.19	3.39	5.38	—	6.31	—
Shatin ...Dep.	8.57	11.25	—	12.31	3.51	5.50	—	6.43	—
Shuanghui ...Dep.	9.03	11.31	11.49	12.37	3.57	5.56	6.17	6.52	7.04
Kowloon ...Arr.	—	—	—	—	—	—	—	—	—

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DR. BARNES'S FAITH. EVOLUTION AND THE FALL.

REVISING THEOLOGY.

In the preface to a volume of sermons which he issues under the title of "Should Such a Faith Offend?" (Hodder and Stoughton: 7s 6d net), Dr. Barnes, Bishop of Birmingham, again refers to the influence of modern science upon Christian theology.

He appeals for the adaptation of Christian doctrine to meet the changed standpoint resulting from the theory of evolution, and insists that the theological scheme reared by Augustine on the basis of the Fall must be rejected.

Having explained that the sermons and addresses contained in the volume are typical of his teaching during the last seven years, Dr. Barnes says:

Main Fabric of Christian Doctrine Unharmful.

"Much in the present volume expresses my conviction that the main fabric of Christian belief is unharmful by acceptance of the biological doctrine of man's descent from an ape-like stock. Belief in evolution is becoming as much a commonplace in this country as belief in Copernican astronomy; and almost all now recognise that Christian theology among us must be adapted to meet the changed standpoint. Hence the whole theological scheme reared by Augustine on the basis of the Fall must be rejected. It is a matter for surprise and regret that the necessity for such rejection has been so seldom admitted.

The controversies of recent years have, however, done good by forcing Christian theologians and preachers to admit that they can no longer claim as historical the stories of Adam and Eve, the Garden of Eden, and the Fall. Already, in consequence, there are signs of a violent reaction from belief in the infallibility of the Old Testament. I fear that, as usual, the pendulum will swing too far, and that there will be a tendency to disparage the spiritual excellence of the Hebrew scriptures. We need to emphasise that Christianity cannot be severed from its Jewish background without being harmed. Almost inevitably such severance will cause it to develop unwholesome affinities with the mystery-religion type of faith.

"Departure from Anglican Tradition."

It is only since he became a bishop, Dr. Barnes says, that he fully realised how vast a departure from the traditional Anglican position had taken place in the teaching of those who desired to assimilate the Church's sacramental beliefs with the Roman Communion.

All the serious administrative difficulties of Anglican bishops today (he proceeds) are due to newly introduced practices which have no sense or meaning unless some erroneous doctrine as to transubstantiation is held.

The Communion Service.

Going on to refer to the consecration of the elements in the Communion Service, Dr. Barnes remarks:

It is admitted that the means whereby we receive the Divine grace are a mystery. The explanation given alike by transubstantiation and by the analogous doctrine of an objective real presence in the consecrated elements are to be rejected because they are unjustifiable rationalisations of a true experience.

A generation ago the fact of sin was assumed even by theologians of eminence to justify belief in the Fall; religious experience was in this connection falsely explained. To-day likewise the fact that grace is received in the Holy Communion is assumed to justify an equally irrational belief that some spiritual change has taken place in the bread and wine themselves as a consequence of their consecration. I have insisted that the existence of such a postulated change could be disproved by experiment.

Some to whom the science of experimental psychology is strange have imagined that I proposed to

(Continued on next Column.)

BRIDGING THE BENUE.

RAILWAY DEVELOPMENT IN NIGERIA.

LONGEST BRIDGE IN AFRICA.

It has been decided to begin, early in the New Year, the building of a bridge which will be the longest in Africa—over the Benue River and thus complete the Eastern Nigerian Railway. This railway starts from Port Harcourt and connects that port with the Bauchi tin-fields. Further, by its junction at Kaduna with the Western Railway, which starts from Lagos, it also affords an alternative route to Kano, the commercial capital of Northern Nigeria. The building of the railway, save for the bridge, was completed nearly a year ago, and at present there is a ferry service across the Benue.

A Rich District.

The bridge will connect the southern section of the Eastern Railway, which, after leaving Port Harcourt, passes through the coalfields of Enugu and Iva Valley, to the northern section, which taps the tinfields at Makurdi, the provincial headquarters of Munshi. The rapid development of Northern Nigeria, especially of the tinfields on the Bauchi Plateau, has created a big demand for coal, but hitherto oil has had to be used for fuel and imported at great cost. The building of a bridge over the Benue River will, on the one hand, provide direct connection between the coalfields and industrial centres, and, on the other hand, a second, cheaper, transport system for Nigerian produce to the coast.

The contract for the construction of the bridge, which, as stated, will be the longest in Africa, with 13 spans and 2,334ft. between abutments, has been awarded to Sir William Arrol and Co., Limited, on a tender of £800,504, the period allowed for completion being 4½ years. The bridge has been designed by Messrs. Goode, Fitzmaurice, and Mitchell, Westminster.

Mr. J. H. Williams, M.I.C.E., who until recently held an important engineering appointment under the Chinese Government, has been the Crown Agent for the Colonies. Mr. Williams and staff will proceed to Nigeria next month.—Times.

apply a chemical test to the consecrated elements? Needless to say, I made no such childish suggestion. What I urge is that "the dogma of transubstantiation only differs from that of an objective real presence in the consecrated elements in that the former rests on a now discarded philosophy of matter while the latter has no philosophical basis at all.

Both dogmas belong to a domain of religious psychology in which experimental tests can be made. It is surely fair (even if not desirable) to suggest that such tests could be reverently carried out in a suitable place. Moreover, since these tests will show that no man by his spiritual capacity can distinguish consecrated from unconsecrated bread, we can assume that the consecration of material objects causes no spiritual change in them. In short, spiritual grace is given not to the elements which are its vehicles in the Sacrament of Holy Communion, but to the worshipper who takes, eats, and drinks as he comes with faith and prayer and love to Christ."

Restating his position in "words already made public," the Bishop adds:

The real presence of Christ can be with His followers in public worship. He is present wherever two or three are gathered in His name.

A special solemnity attaches to the celebration of the Lord's Supper, inasmuch as for most Christians the sense of Christ's presence is then strengthened. For such it is a sacrament, the "fellowship meal," the communion "with each other and the Lord."

There is no objective real presence of Christ attached to the bread and wine used in Holy Communion.

DIARY OF EVENTS.

Today.

Interport Golf: Hong Kong v. Shanghai (Foursomes).
Funding Hunt: Meet Mr. Souza's Bungalow, 2.45 p.m.
Sanitary Board Meeting, 4.15 p.m.

H.E. the Governor (Sir Cecil Clementi, K.C.M.G.) inspects Boy Scouts, and presents Prince of Wales Banner, Government House, 4.30 p.m.

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30-6.30 p.m.; Cafe Regent, 5-6.30 p.m.; Hockey: Club v. R.A.F. (Sim Shield).

Extraordinary General Meeting H.K. Philharmonic Society, Cathedral Hall, 5.30 p.m.

Burn's Night: Dinner, Volunteer Headquarters, 8 p.m.

St. Peter's Church Young Men's Club Fancy Dress Carnival Dance, Lane, Crawford's Restaurant, 8.30 p.m.

Cafe Regent dinner dance, 8 p.m.

Queen's Theatre: "We're in the Navy Now."

World Theatre: "Volcano" (3.15 p.m. and 9.15 p.m.); "The True Love," Chinese Drama (12.00, 2.30 p.m. and 7.15 p.m.).

Thursday.

Interport Golf: Hong Kong v. Manila (Foursomes).

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30-6.30 p.m.; Cafe Regent, 5-6.30 p.m.

Helena May Institute Musical: "French Modern Music," 5.30 p.m.

Cafe Regent dinner dance, 8 p.m.

Queen's Theatre: "College."

World Theatre: "The Gold Rush."

Star Theatre: "The Wedding Song."

Friday.

Interport Golf: Shanghai v. Manila (Foursomes).

U.S.A.C. Tennis Tournament: Semi-finals of open events.

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30-6.30 p.m.; Cafe Regent, 5-6.30 p.m.

Hockey: Club "A" v. Club de Recreo, King's Park, 5 p.m.; Y.M.C.A. v. Punjabis III.

Cafe Regent dinner dance, 8 p.m.

St. Peter's Church Young Men's Club annual meeting.

Queen's Theatre: "College."

World Theatre: "The Gold Rush."

Star Theatre: "The Wedding Song."

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Saturday.

Bankruptcy Court, 10.30 a.m.

Interport Golf: Hong Kong v. Shanghai (Singles).

Funding Hunt: Drag Hunt, Meet at Mr. Potts' Bungalow, 2.45 p.m.

Yachting: Reserved for rental or for other race for racing classes.

American Lawn Tennis Tournament at Ladies Recreation Club. Cricket League:—Division I: C.S.C.C. v. I.R.C. "A"; Royal Navy v. Kowloon C.C. Division II: Kowloon C.C. v. R.A.O.C.; Police R.C. v. Tamar.

Friendly Cricket: University 2nd XI v. C.S.C.C. 2nd XI.

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; Lane, Crawford's Restaurant, 4.30-6.30 p.m.

Cafe Regent and King Edward Hotel dinner dances, 8 p.m.

Queen's Theatre: "College."

World Theatre: "The Gold Rush."

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WAR THAT IS COMING UNLESS — SOLDIER'S SUGGESTIONS FOR MAINTAINING PEACE.

[By MAJ.-GEN. SIR FREDERICK SYKES, G.C.B., K.C.B., C.M.G.,
M.P., LATE CHIEF OF THE AIR STAFF.]

In every sphere, on the earth's surface, above and beneath it, this generation has asserted with increasing confidence its mastery over the forces of nature and its contempt for laws which our parents thought to be immutable.

Had our ancestors foreseen this day of wonders they might well have envied us our good fortune. With so complete a command of nature how could we be so stupid as to let ourselves be so easily lulled by the abundance and how well lived our leisure, how secure our lives.

Yet these visions are fled. Life is not noticeably happier than it was a generation ago. It is certainly less secure. For we have applied the knowledge that we have gained to the arts of peace, and with which already accomplishes the wholesale slaughter of women and children, will be increasingly barbaric unless a halt is called. Deceived by every thinking creature, it will become yet more detestable.

That peace is a matter of importance to every soul in this, as in other nations, is a platitude. Scarcely less to be disputed is the axiom that the maintenance of peace depends upon the limitation of armaments. Scarcely a day passes in which there is not a speech from a public platform, or an article in the public Press, to emphasise this obvious truth. And yet, after only nine years, the world is accepting the habit of carrying a burden which it fought a long and cruel war to lay down, which bears heavily on the shoulders of every one of us, and which will grow until it achieves the collapse of nations unless steps are taken to reduce it drastically. And the result of it is not that we are safer, not that we sleep more soundly in our beds, but simply that we have again reached a state of relative armaments.

Such an attitude was justified at the beginning of this century. It is certainly not to be justified to-day. Little remains of the enmity between the ex-allied and ex-enemy Great Powers. Post-war divergencies of outlook are, in many cases being cleared up by discussion. In the world goes on maintaining preparations for war. Not only this country, but all other nations, great or small, automatically ruled, are building up colossal armaments, not because they are spoiling for battle but because they are afraid of it. They fear the possibility of war springing up in directions that they cannot foresee. They fear the possibility of being precipitated into a struggle for existence by disputes or jealousies which they have no direct concern or interest, by irresponsible actions of States, however small, or even by individuals of States, which have less to lose from war, less to gain from maintenance of peace, and a less highly developed sense of the blessings of peace and the folly and iniquity of war.

Not is this condition of affairs going to be improved by dragging it into the arena of party politics in this country. For Mr. H. G. Wells to tell the world that the cause of the disease is the attitude of the Conservative Government—and therefore, in international negotiation the attitude of this country—is merely to invite other nations to await from us further measures of armament reduction which no responsible Government could undertake except on a basis of reciprocal international action. Coming from Mr. Wells, such party charges are particularly to be deplored; for it may not be appreciated abroad that his high position in public estimation is due to the clarity of his writings and to his highly developed imagination, and not to any special gift as an analyst of practical politics.

SPLENDOR AT VATICAN.

CARDINALS WITH PRICE-
LESS LACE.

JEWELLED MITRES AND
SILVER TRUMPETS.

Rome, Dec. 22nd.

The Public Consistory to-day (for the conferring of the Red Hat on the five newly created cardinals) was attended not only by the whole Papal Court but by all diplomats accredited to the Holy See, by that section of the Roman aristocracy known as the "Black" party, and by many distinguished visitors.

The procession accompanying the Pope from his apartments to the Sala Regia was one of the most brilliant that can be imagined, exhibiting a wealth of colour rivalled by that of any military or civil display.

Pius XI, borne high above the crowd in the *Sedia Gestatoria* by

The escape from a perilous situation is not to be achieved merely by vigorous denunciations or by clamouring for a change of Government. Disarmament is not a party question. The problem is not that of replacing Sir Laming Worthington-Evans by Mr. Walsh, or Mr. Bridgeman by Commander Kenworthy. We have had Liberal, Labour, and Conservative Prime Ministers since the war. We have had Liberal, Labour, and Conservative heads of the War Department. All have introduced measures of armament reduction. All have been responsible for measures of armament increase.

Nor is it a problem that will be solved by the actions of any one nation. We ourselves have given a lead in every possible direction, and this lead should be maintained and increased. But we cannot do everything. Our land forces are negligible as compared with those of the other Great Powers; we have given up a naval standard that has existed throughout living memory and an air standard that had established itself as the highest in the world. We have shown ourselves behind no other nation in our willingness to adjust our international differences by arbitration.

Nor will it help if we make public complaint that our land has not been followed by other nations. They have problems of national security which are not ours, and so the problem becomes one of international co-operation and discussion and not of international controversy. This insistence on national security is a very strict reality. Security will not be achieved by disarmament alone, however far disarmament is carried; for national interferences are not confined to interference by arms. So proposals which confine themselves to disarmament and entirely ignore security are unreal and valueless even if sincere.

The problem that has to be solved is how best to use the shortening period of Europe's exhaustion from war to maintain and extend the will for peace; how to create a sense of national security which does not depend upon vast armaments; how to eradicate the grounds for belief that war in the future is even a possibility, and, in consequence, reduce our instruments of defence to police-force proportions; how to make the wonders of science serve peace instead of war.

There are risks, we are told. Naturally there are risks. With each youthful we eat we run the risk of absorbing some deadly bacillus, but that is a poor reason for starving. Yet the greater risk lies in maintaining expensive and unnecessary armaments. Not only is the danger of war made more real, but these industries upon which prosperity and happiness depend and which armaments exist to protect are actually starved. It is a common knowledge that our post-war defence policy was supposed to be based on the impossibility of a great war for a period of at least ten years. We are already in the last year of that period. The assurance of even a further decade of peace has faded.

But it is still not too late if international public opinion can be educated to see in mind the benefits that applied science can offer in peace and the horrors it can add to war; to seek the elimination of causes which may breed further war; to consider the solution of racial problems as a function of the council chamber and not of the field; and to bring itself back to the frame of mind in which it looked upon the Great War as "the War to end War."

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PERIL OF A NEW DRUG.

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HOSPITAL FIGHT FOR
NURSE'S LIFE.

December 23rd.

The deputy West London coroner, Dr. G. B. Scott, investigated a curious case of narcotic poisoning at Marylebone Coroner's Court last night. A new German drug, which Dr. Scott said had been the subject of strong comment by Sir William Wilcock, the poison expert, in the *British Medical Association Magazine* recently, was found to have caused the death of a nurse whose husband is a life member of the Royal Geographical Society.

The dead woman, Mrs. Amy Amelia Brooks Selwyn, aged 33, had suffered from insomnia and was addicted to morphine. A week before her death she returned from a Cornish nursing home, where she was stated to have been cured. The husband, Mr. William Morris Selwyn, of Ormonde-terrace, Primrose Hill, St. John's Wood, N.W., said he was 35 years of age and was married in 1914. On his wife's return from the nursing home she brought two prescriptions—one for 100 tablets of atonal, the new drug, and the other for paraldehyde and chloral.

Appeared Lifeless.
Mr. Selwyn said he had these made up by Messrs. Thompson, chemists, of Regent's Park. He did not know his wife had started on the atonal tablets. She had a few she brought back with her. She had been confined to her bed since her return, and on Monday she appeared lifeless. He sent for a doctor, who was startled by her appearance and ordered her removal to the Hospital of St. John and St. Elizabeth, St. John's Wood.

The doctor from the hospital described the fight for the dead woman's life with stimulants. Strychnine was injected first. Her bed was tilted and ether was used, while black coffee was poured into her system. The treatment revived the woman for five hours, but apparently she had taken 99 of the 100 tablets, and died later that night.

A representative of the dispensers of the prescription was called.

The coroner, in dispensing that prescription, did not require the signature of a doctor. No, we have only to enter it in the poison book.

Did not you think it unwise to dispense such a quantity of such a drug?—I revealed our having done so before.

Would you prepare a similar prescription if called on to do so?—I might get the confirmation of a doctor, but the law does not compel me to.

The doctor, recalled, said it was unwise to use the prescription outside a hospital. He agreed with Sir William Wilcock that it was a dangerous remedy to employ.

Dr. Scott, in recording a verdict of Suicide while of Unsound Mind, said a letter had been found which cleared the husband and stated that she intended taking the drug without his knowledge with alternate doses of medicine. The letter concluded:—

"I am very tired of the struggle for which I know there is no cure. Try and forgive me for failing you when you need me so much."

GIRLS' GAMES.

VICAR'S WARNING AGAINST
BOW LEGS AND
CURVATURE.

The "violent games" of girls in secondary schools were criticised by the Rev. A. M. Mitchell, Vicar of Burtonwood, at a meeting of the Lancashire County Education Committee at Preston.

Alluding particularly to the playing of hockey and leap frog, he said that to growing girls there was great danger of injury. Bow legs and curvature were among the defects to which they were particularly liable. He pointed out that Sir Charles Newman, the Chief Medical Officer to the Board of Education, had said that the incidence of deformity was higher in secondary schools than in elementary schools.

In these days of silk-stocking legs, he added, they liked to see girls' legs quite straight, and they ought to help them to keep their legs straight by exercising some supervision over the type of game played in secondary schools.

The Committee considered a recommendation from the Norwich local Committee that managers might be authorised to make an agreement with women teachers that the latter should resign on marriage.

The policy of the County Committee, it was stated, had been not to engage married teachers, but at the same time, not to dismiss them or expect their resignation if they married afterwards.

It was decided that the County Committee should not alter its policy.

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High jinks on the high seas in a picture full of delightful "gags" and thrills—

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Continuous 2.30 to 11.15.

THE NAVY'S CHOICE

Coafes
ORIGINAL

PLYMOUTH GIN

OBTAINABLE EVERYWHERE.

DEAL IN MILLIONS.

MAJOR C. COOPER EXPLAINS
HIS BIG PURCHASE.

LONDON, Dec. 23rd.

Major Colin Cooper, who at the beginning of the war was a junior clerk in a stockbroker's office, yesterday found himself in the front rank of the City's financiers on the completion of the purchase of all the ordinary shares of the International Tea Company's Stores, Ltd., which it is believed, involves millions.

The International Tea Company's Stores, Ltd., is one of the biggest concerns of its kind in the country.

Major Cooper, who is only 35, and a partner in the firm of Messrs. H. Evans Gordon and Co., of King-street, E.C., members of the London Stock Exchange, said to a *Daily Mail* reporter yesterday:

I want to make it clear that I am the principal in this trans-

action, and although I am a member of the board of the Star Tea Company they knew nothing about the deal until to-day.

The deal is the result of an idea of my own that I would buy the shares. I found the money and I have carried it through.

There is a vast opportunity in commerce for the average public school or university man to-day. I do wish these fellows would get it out of their heads that the Army, law, or some of the professions present the only opportunities in life for them. They would be far better off if, after a year or two's training, they went into the City.

In 1911 Major Cooper joined the Queen's and stayed with the regiment for a year for training. Then he went into the City as a clerk to learn business. On August 4th, 1914, he was called up, and fought at Mons. He joined the Flying Corps at the battle of the Marne.

Every morning, when the weather permits, he plays several games of tennis at Hurlingham or squash racquets at his club.

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RACING NOTES.

CHINESE NEW YEAR PAPER HUNT.

[By RAPIER.]

A field of 20 turned out at the Kwansi Stables on Monday morning for the Chinese New Year Paper Hunt and there were a good number of spectators present. The course was laid by Capt. Reid and covered about six miles.

The first mile and a half saw the field well together, and then the paper was lost and the riders scattered in all directions. Charles and Beck were well up and, having found their halloo brought the remainder of the field rather wildly after them, and many were unseated. Pollock's mount crossed its legs, pinned him underneath, and then beat it leaving its rider with visions of a broken leg and an absence from the annual race meet. Eskine did the good Samaritan act and caught and returned the pony to Pollock who never looked back afterwards although a bit uncertain as to what (if any) damage he had suffered. There was another split in the ranks, and the last three miles home was fairly rough with about eight riders in the van. There was an excellent run in (barring the inevitable road crossing) to the flag for about 600 yards and Eskine and Pollock came along together, the former just managing to get in first. This is a virtue rewarded.

Considering the difficult nature of the course, the course chosen was an excellent one and a great deal of time and care must have been spent by Reid in laying it out. Dr. Darran, having given the cup for the Hunt, had performed to a spectator, a role which he by no means enjoyed. Fifteen completed the course and two ladies were in the first down a performance which was much admired more especially by those who took part in the race. The order of finishing was as follows:—

1. Eskine on *Reaper*.
2. Pollock on *Albion*.
3. Burt on *Hawthorn*.
4. Charles on *Sunshine*.
5. Col. Hayley Bell on *Shady*.
6. Beck on *Strathgairn*.

There was a cheery gathering at the Hunters Arms afterwards when Mrs. R. J. Patterson presented the cup to the winner and Reid vicariously filled the cup won by Frank Escher's *Escher Day* at the last Steeplechase Meeting. Usher is away shooting tigers, but it is rumoured that the only view he has so far had of one is in a museum. The Hunters Arms was well patronised for tiffin and Mrs. "R.J." Patterson was the scene of a happy party.

TAIKOO RIFLE CLUB.

TRIANGULAR MATCH HELD ON SATURDAY.

A DOUBLE WIN FOR TAIKOO.

A triangular match took place on Saturday at Taikoo Range, between H.M.S. *Argus*, Kai Tak Rifle Club (R.A.F.) and Taikoo Rifle Club, resulting in a double win for Taikoo Rifle Club and a win for H.M.S. *Argus*.

The scores were:—

Taikoo Rifle Club.			
Mr. H. Maxwell	24	30	54
Mr. M. H. Wal	24	30	54
Jace	30	30	60
Mr. A. Melndoe	31	30	61
Mr. D. C. Walm	29	31	60
Mr. T. Grimshaw	31	32	63
Mr. K. McLennan	32	31	63
Mr. T. Swan	27	31	58
Mr. C. Summers	33	35	68
Totals	237	253	490
Plus 4% for open sights			22
Grand total			512

H.M.S. "Argus."

Mr. Barber	34	34	68
Mr. Nash	25	32	57
Cpl. Willett	33	30	63
Sgt. Hook	26	30	56
L. Tel. Wilkins	30	29	59
P.O. Carley	24	29	53
Mne. Reeves	23	29	52
Mne. Ripley	23	25	48
Totals	223	238	461
Plus 4% for open sights			22
Grand total			483

Kai Tak Rifle Club (R.A.F.).

F/O. Mellor	28	27	55
S.M. Warren	26	25	51
Sgt. Pryce	28	29	57
A.B. Gallienne	30	31	61
L.A.O. Ball	22	5	27
Mne. Milham	28	30	58
Totals	162	144	306
Plus 4% for open sights			12
Grand total			318

(Continued at foot of next column.)

INTERPORT RUGBY.

WIN FOR HONG KONG.

A CLOSE MATCH.

A Reuter cable states that the Interport Rugby match on Monday was won by Hong Kong, who beat Shanghai by 6 points to 3.

The team sent from here to Manila was as fine a collection of talent as could be raised in the Colony, but nevertheless the Shanghai XV. were expected to win. The Hong Kong team deserve every congratulation on their victory.

The Hong Kong team was the best side that could be got together from the Colony, but they had had very few opportunities of playing together. Shanghai were known to be a very strong side, and in addition had been playing together regularly for some time. The greater combination of the Shanghai team was generally supposed to be going to give them an advantage over the brilliant group of individuals who were playing against them.

The *North-China Daily News* remarks "the Hong Kong backs are going to be stretched to the full. Only very determined spitting and tackling will be of avail against Shanghai's quartette, who all are very speedy and can handle with accuracy. There is going to be a great tussle between Neil and G. P. S. Davies, of H.M.S. *Tamara*, who played for the Navy at home last year.

The Shanghai forwards do not gain quite such high commendation, but the pack that left Hong Kong is known to be a fast and heavy eight, with a fine knowledge of the game.

The Teams.

The winning XV. was chosen from the following players:—

Full-back: R. F. Wright.
Three-quarters: A. E. Pritchard, G. F. Richard, L. M. S. Lloyd, A. E. Thomson and G. P. Lammert.
Half-backs: G. P. S. Davies (serum), C. D. Wales (captain).
Forwards: T. L. Foster (vice-captain), J. H. Dale, J. B. Keely, H. A. Grant, E. F. Akehurst, S. M. Garrard, W. Beveridge, J. Raikes, and F. H. Traves.

It was hoped also that J. Middleton Smith will be available for one or both of the matches.

The following side represented Shanghai:—

G. S. Dunkley; L. Goldman, E. C. Hubbard, V. W. Stanton, G. S. McGill; A. J. W. Evans, W. D. N. Neil; R. M. Currie, P. A. Watkinson, E. R. Rodgers, C. E. Fleury, W. R. Meathrel, A. J. Kane, D. W. B. Murray, K. F. B. Pawley. Referee: Serat, Vaughan.

Further Arrangements.

Following the match the Interport Dance was held on Monday at the Astor House Hotel.

Today the Hong Kong XV. are playing the United Services at 3 p.m. and another fine game is expected, as the Services are fielding a strong team.

INTERPORT SOCCER.

HONG KONG HEAVILY DEFEATED.

SEVEN GOAL VICTORY FOR SHANGHAI.

The postponed Interport soccer match between Shanghai and Hong Kong was played yesterday at Shanghai, and the result of the game was a heavy defeat for Hong Kong.

It was expected that Hong Kong would lose, but that they would be beaten by such a big margin as they were and without reply to Shanghai, was not anticipated.

The result of the match was: Shanghai 7 goals; Hong Kong, nil. Details of the game will not be available until the arrival here of Northern papers.

The Hong Kong team were:—W. Clarke (Police); Ng Kam Chun (Chinese Ath.); and Lai Yuk Tat (China Ath.); C. F. Remedios (Club de Recreo); J. Sims (Kowloon and R.A.M.C.); and Lam Yuk Ying (Chinese Ath.); Tao Kwai Shing (Chinese Ath.); F. McNiven (Scots Guards); A. V. Gosano (Club de Recreo); Suen Kam Shun (Chinese Ath.) and the Rev. C. P. E. Alexander (K.O.S.B.) (captain). Reserves: P. M. Xavier, L. A. Rocha and A. H. McBride.

CHINESE INTERPORT.

HONG KONG BEATEN.

The first of a series of three interport soccer matches between Hong Kong Chinese and Shanghai Chinese was played at Shanghai on Monday, and resulted in a win for the Shanghai side by four goals to two.

It is interesting to note that Li Wai Tong, a former Hong Kong Chinese player, scored three of the four goals for the winning team.

Mne. Rock	20	30	50
A.C. Reeks	22	23	45
Totals	211	200	411
Plus 4% for open sights			21
Grand total			432

(Continued on next column.)

HOLIDAY FOOTBALL.

SOUTH CHINA'S NEW GROUND.

OPENED WITH VICTORY OVER ROYAL NAVY.

The following games were played on Monday:—

South China, 3; Royal Navy XI, 2.
R.A. 3; H.M.S. *Argus*, 2.
Chinese Taikoo Club, 4; Taikoo Club, 2.
South China v. Navy XI.

South China received a team chosen from the Navy for the purpose of opening their new ground at Caro line Hill. The ground is well laid out and a spacious stand has been erected on the north side. At present the playing field is very rough but it is understood that for the next season it will be turfed.

The game ended in favour of South China by three goals to two. There was a good attendance, the crowd being in holiday mood. South China took the lead early. Fung King Cheong scoring with a well placed shot. South China continued to have the better of the exchanges but failed to add to their score before the interval. The Navy broke away and Northey forced a corner. From a well placed flag kick, Sims took possession and sent in a hard shot, the ball glancing off the underside of cross-bar into the net. Half time: Navy, 1; South China, 1.

Good football was seen in the second half but fairly shooting by the Navy let them down. Wang Mee Shun scored for South China, while Northey and Butler had good openings for the Navy. Ip Pak Wah scored for South China with a fast cross shot and Northey registered for the Navy. Towards the close the Navy were pressing but Li Tin Sang played a strong defensive game. Final score: South China, 3; Navy, 2.

Taikoo Club v. Taikoo Chinese Club.

Taikoo all turned out to witness the game on the Hong Kong F.C. between the above teams. Mr. Greig, accompanied by Mrs. Greig, witnessed the game throughout. Mrs. Greig set the ball in motion with a high kick which sent the ball well up into the European half of the field. On behalf of the members of the Chinese Club, she was afterwards presented with a basket of flowers. The only goal of the first half was scored by Johnstone for the Taikoo Club. Johnstone scored again in the second half, while the Chinese put on four goals, winning by four goals to two.

R.A. v. H.M.S. "Argus."

At Sookunpoo, the R.A. beat the *Argus* in the United Services Senior Competition by the odd goal in five.

The sailors opened strongly and surprised the R.A. by taking an early lead. The R.A. then got the measure of their opponents and forced the play. Puffard scoring from close range. Leuch with a solo effort gave the Gunners the lead. A rush by the sailors ended with a penalty being given against Excell and from the spot kick, the *Argus* drew level again.

The closing minutes were keenly contested and the Gunners took the lead when Maddocks turned a pass from the left wing into the net. There was no further scoring, the R.A. winning a fast game by three goals to two.

To-day's Game.

To-day, at Sookunpoo, the K.O.S.B. meet the *Ambrose* in the Senior Competition, kick-off at 2.30 p.m. Referee: Capt. A. W. Austin, M.C., M.M., R.A.

YESTERDAY'S MATCHES.

South China, 4; H.M.S. *Titanic*, 2.

Brookman was absent from the sailors' goal in the game played on the South China ground at Caro line Hill yesterday, the teams lining out as under:—

Titanic:—Smith; Barkham and Bakay; Yarde, Farlow and Richardson; Balcombe, Benton, Kernick, Herbert and Honey.

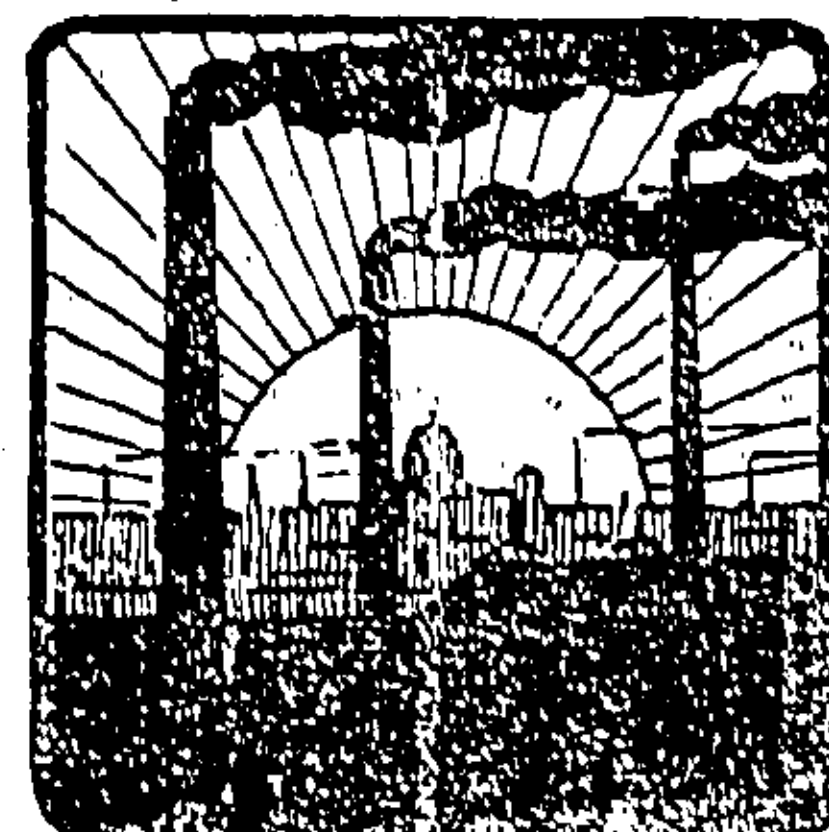
South China:—Cheung Yek Kwan; Tai Tack and Li Tin Sang; Leung Yui Chan, Leung Wing Choi and Leung Wing Tak; Lai Kui Choi, Ip Pak Wah, Fung King Cheong, Wong Mee Shun and Fung Man Kit.

Referee: Mr. Cowan. *Titanic* took the lead early through Benton after Farlow had sent in a shot that hit the post and rebounded to play. South China soon replied through Wong Mee Shun who with a solo effort went in to beat Smith with a fast cross shot. The sailors found the soft ground against them, the ball at times dropping in a patch and remaining there. South China took the lead when Ip Pak Wah headed in the net from a centre by Fung Man Kit.

Balcombe was sent down the wing several times but his shots at goal (Continued on next column.)

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INTERPORT GOLF.

SHANGHAI PLAYERS LATE.

MANILA SIX ARRIVE.

The Shanghai team for the Interport Golf Matches at Fanning did not arrive yesterday as it was originally expected they would do and in consequence a rearrangement of the matches is necessary. In all probability Manila and Hong Kong will now open the Foursomes on Thursday morning.

The Shanghai team arrive to-day and go straight out to Fanning. Manila arrived yesterday and will have the whole of to-day for practice, before settling down to business tomorrow.

It has been decided that the Hong Kong team as originally announced will play. That is to say that A. B. Stewart will not represent Hong Kong. A. P. Stewart played several times for Hong Kong against both Shanghai and Manila before he went up to Shanghai, and as he has very recently been transferred again to Hong Kong, he is eligible for the home team. Besides being an Interport of long standing, Stewart has won the Championship of the R.H.K.G.C. more often than any other player, while he recently beat M. W. Budd, who is said to be the finest player in the Far East.

The order in which the home team will play in the foursomes is:—T. D. E. Pondor (captain) and L. R. Andrews, Capt. F. D. Erskine and Capt. H. F. Bloxham, L. G. S. Dodwell and G. Murray.

The two visiting teams:—Manila:—J. R. Mason (captain), Capt. Kendall J. Fielder, Capt. I. I. Yates, Lieut. Joseph Cranston, E. J. Nell and George Ivory.

Shanghai:—M. W. Budd (captain), A. R. Blinks, H. R. Malcolm, J. F. Picher, K. M. Cummings and A. V. Pettit.

PRINCESS MARY'S WAR WISH.

FORBIDDEN TO ENTER THE FIGHTING ZONE.

Princess Mary was recently the guest of the Institut Francaise du Royaume Uni, of which she recently became a patron, at dinner at the May Fair Hotel.

Madame Bohn, proposing the health of the Princess, said:— "Since her early youth Princess Mary has given proof of her pleasure in everything French. During the war she personally commanded a voluntary aid detachment of the Red Cross, and it was only because she was not allowed that she could not carry out her expressed wish and enter the fighting zone. Nine days after the armistice she went to France to visit the battlefields."

Princess Mary, responding briefly in French, said she was deeply touched by the warmth of her reception. The French Ambassador read a message in which the President of the French Republic said:— "I feel deeply appreciative of this mark of favour from her Royal Highness, and I shall feel happy if you will tell her how grateful I am."

went behind. Farlow gave his forwards plenty of chances but dallying in the goal area lost the sailors a couple of goals. A run down the wing and centre by Lai Choi gave the South China another goal for Smith in attempting to clear turned the ball into his own goal. Half time: South China, 3; *Titanic*, 1.

From the centre the *Titanic* attacked strongly and four corners fell to them in less than four minutes, but they failed to press home their attack. Ip Pak Wah beat Smith with a high shot and Benton scored for the sailors from a left wing pass. Towards the close the sailors pressed but Li Tin Sang and Tai Tack played well, while Cheung Yek Kwan played well in goal. The final whistle found South China leading by four goals to two.

HOCKEY.

SIM SHIELD COMPETITION.

NAVY BEATEN BY THE ARMY.

As was anticipated, the Army played a stubborn game in their return match with the Navy in the Sim Shield hockey competition on Monday at King's Park and lowered the colours of the senior Service who had up to that time won all their matches. When these two teams met a week before, the Navy won by four goals to two.

The Navy forwards got going from the start showing every confidence of repeating their previous success, but they had to deal with an altogether different defence. The Army defenders played a sound game and the support given to their forward line brought them the first goal through Captain Howard. A little later Lieut. Burton found the net again for the Army. Several rushes by the Navy line to get in a goal before the interval failed.

Early in the second half Lieut. Atkinson scored for the Navy. The game from now on assumed more interest and there were some exciting moments in front of both goals when the Army custodian saved several hard shots from the Navy, who kept up the pressure until the final whistle. There was no further scoring and the match ended in favour of the Army by the odd goal in three.

A win for the Navy would have given them the shield for another season, but now that the tables have been reversed it is not unlikely that the Army will tie with the Navy on points. Should this prove to be so the final contest between the Service teams for the shield would be one worth watching.

The Navy have to meet the Hong Kong Hockey Club and the Royal Air Force once more. The latter teams suffered badly and any improvement shown by them is not likely to make much impression on the strong Navy side. The Army should on their turn account for the R.A.F. in both their meetings and also in the return game with the Club.

The Position To Date.

The table as it stands at present is as follows:—

	P.	W.	L.	D.	F.	A.	P.
Navy	4	3	1	0	17	5	6
Army	3	2	1	0	8	6	4
R.A.F.	1	0	1	0	0	6	0
Club	2	0	2	0	2	10	0

The programme for the remainder of the series is as under:—

Jan. 25th.—Club v. R.A.F.
30th.—Army v. R.A.F.
Feb. 1st.—Club v. Army.
3rd.—Navy v. R.A.F.
8th.—Club v. Navy.
13th.—Army v. R.A.F.
15th.—Club v. R.A.F.

WORLD'S TINIEST BABY.

THREE-QUARTER POUND WEIGHT AT BIRTH.

A baby girl weighing only three-quarters of a pound was born at Caerphilly, Glamorgan.

The normal weight is about 7lbs., and the child is believed to represent a world's record. The champion feather-weight baby of the past was a certain "Alfie," born in Tooting, who weighed only a pound at birth, and had not reached the average weight for his age when he passed his fourth birthday last April.

A baby born at Wembley early this year weighed a pound and a half, and was only nine inches long. Alice Seabrook, who was born in Paddington last June, weighed 1lb. 6ozs., and had to be fed for the first five days of her life with a fountain-pen filler.

NEW YEAR IN CANTON.

PASSES OFF SUCCESSFULLY.

GOOD TRADE AND WORRIES FORGOTTEN.

"IRONSIDES" IN KIANGSI.

[FROM OUR CHINESE CORRESPONDENT.]

New Year passed off peacefully, and the rumours of Communist plots are now said to have been started by the "Reds" themselves in order to give people a fictitious idea of extremists' strength. One of their rumours was that Swatow had been captured by the "Reds."

The New Year Eve bazaars in the streets closed earlier than usual. Military patrols were out and fears of a possible "Red" uprising may have been one of the causes. Notes of the Central Bank of China went as low as 45 one or two days before the New Year, but merchants in Canton, by mutual understanding, have only accepted and paid their accounts in silver. There was no serious dispute among merchants on this issue.

While not officially observed as a New Year, the Canton public offices granted holidays to their staffs as usual, and several high officials in Canton went down to Hong Kong to spend New Year Day.

Stateholders at the bazaars on New Year Eve went home at midnight feeling quite happy, the year-end trade having proved good. The secret of its success, however, was that the small traders made very conservative estimates of what the public would demand and their limited supplies just fulfilled the demand.

Many shops in Canton, it is feared, will be slow to re-open on the 1st day of the Chinese New Year, because of continued fall of Central Bank of China notes. The money exchange will not issue quotations until the 4th day, and a favourable report may turn the tide.

Generally speaking, trade in Canton and Hong Kong was bad last year, on account of interruption of water traffic by piracy and civil war in Kwangtung. There was a general agreement not to press too hard for the customary annual settlements, and thanks to this there have been no sensational failures. A department store in Hong Kong alone fears that last year's loss must be at least \$400,000.

Despite everything, the natural gaiety and fortitude of the Cantonese people triumphed and they celebrated their lunar New Year with every sign of happiness. In discussing the Chinese New Year celebration altogether, someone remarked, "How can we, all nature seem to have approved this day. See the flowers which bloom at this and no other time!"

EMPTY THREATS.

The latest fabrication of the "Reds" was that they were going to rally in Canton again on January 25th (to-day) to support the workers' demands that the merchants should not be allowed their prerogative of discharging assistants at will on the second day of the Chinese New Year. On the early morning of the second day, however, everything was quiet. Before New Year Eve, the Commissioner of Agriculture and Labour had ruled that all merchants, except those who had made special arrangements with their employees before, could follow the old custom as regards employment and discharge.

FOURTH ARMY WAITING ITS TIME?

According to information received in Canton, the 4th Army (Kwangtung troops) opposed to General Li Tsai Hsin) have fallen back upon Tinian and Kinnan in Kiangsi. The militarists in that Province appear to be neutral and have launched no attack on the invaders. Troops in Kiangsi are said to be friendly to General Chiang Kai Shek who is credited with being the power behind Chang Fat Fui's Army. There is no doubt that the 4th Army under General Chang Fat Fui have by no means abandoned the hope of regaining Kwangtung. "Reds" operating under their name are still terrorizing the inhabitants of districts where the Canton troops have not yet penetrated.

Not a few ladies belonging to families of General Chen Ming Shu's officers are now in Hong Kong, and they were said to have received advice from Swatow not to proceed to Canton without instructions from Swatow.

To counteract the reports alleging rivalry between Li Tsai Hsin and Chen Ming Shu, it has been announced in Canton that General Chen will open an office in Canton and that he himself will soon pay a visit to the City.

CHINA NEW YEAR.

FESTIVITIES CONTINUE.

TRAMS, MOTORS AND ENTERTAINMENT HOUSES FULL.

"Full house" is a sign which might well have been exhibited on trams and public hire cars during the China New Year holidays, as well as at the cinemas and Chinese theatres.

With the unusually fine and warm weather it appeared as if all the Chinese of the Colony were out of doors. From the commencement of the holiday trams and buses were crowded from morning until night, and unless passengers got on at the terminus it was rarely a seat was obtainable at stopping places, except perhaps, as regards the trams, in the centre of the City, where many got off, but there were always as many to take their places. Public hire cars have done a "roaring" trade, and there has been a constant procession of them to and fro on all main roads of the Colony.

The fine weather has "proved" highly suitable for the interchange of visits customary at China New Year, and, moreover, the Chinese are accepting this remarkably fine weather as an augury for a successful new year, both in business and in domestic life.

It is difficult to estimate the numbers who have travelled, but there were thousands, and it was indeed a rare sight to see a tram packed between 9 a.m. and midnight without it being full.

The cinemas have been showing all-comedy programmes during the holiday, and especially attractive programmes will be maintained throughout this week. The World Theatre, where Chinese films were shown at some of the performances, proved a very attractive venue for Chinese.

Beggars have been conspicuous, and at many street corners they have been seen asking for largesse, and they too, have done well, and amid the generally cheerful atmosphere Chinese as well as many Europeans have been noticed to drop a coin into the waiting hand or hat.

AT THE HOTELS.

CARNIVAL DANCES AT THE KING EDWARD.

Reference has already been made to the dances and carnival arranged to celebrate Chinese New Year, which have been held at the various European hotels during the holiday.

Especially successful has been the carnival dances arranged by the management of the King Edward Hotel.

The first was held in a gaily decorated atmosphere, and with many "novelties," on Monday night. There were over a hundred people present, and a large proportion of these were in fancy dress. Another, equally successful carnival dance was held last night, and was well attended.

A feature has been the appearance of Dick Norton and his popular "Globe Trotters," who occupied the floor with songs and dances sketches during intervals in the programme.

Dancing was sustained until midnight, to the strains of the Hotel's excellent orchestra.

Another similar dance will be held on Friday night.

THE "REDS" NEW YEAR OUTBREAK.

FRUSTRATED BY THE AUTHORITIES.

(Wah Keng Po.)

As reported the "Reds" planned a second outbreak which they hoped would take place on Chinese New Year's Eve (January 22nd) or on the 2nd day of the New Year (January 23rd). The Canton Authorities, however, received timely information with regard to the affair and on January 20th declared martial law as a precaution. Further, the authorities centred their attention on Labour Unions suspected of having relations with the "Reds." Four composers employed by a certain Chinese daily newspaper, suspected of being "Reds," were arrested. At the same time a "Red" organ was raided and the Yan Yang Labour Club was also dissolved.

Up till now nothing untoward has happened in Canton and it is generally regarded that the "Red" plans have been frustrated.

CHINESE MERCHANTS AND NEW YEAR.

GREETINGS AT THE CHINESE CHAMBER OF COMMERCE.

All prominent Chinese merchants of the Colony gathered yesterday afternoon at the Chinese Chamber of Commerce to wish each other "Kung Hay Fat Choy." The main hall of the Chamber was decorated with flowers and the customary "octagon" trays with crystallised fruits and melen seeds were laid out on all tables.

Tea in English fashion was also served. In wishing the members a happy and prosperous New Year, Mr. Li Yan Chuen (Chairman) said that it was the fervent wish of the Chamber, to see everyone of them making millions of dollars and that the family tree be multiplied five-fold.

Among those present at the gathering were Sir Shou Son Chow, the Hon. Dr. R. H. Kewell, C.M.G., Messrs. Ho Yu, Ho Sai Kong, Ho Sai Yue, J. M. Wong, Wang Kwong Tin, and Dr. S. W. Tso.

"TRY YOUR LUCK."

GAMBLING FOR NEW YEAR "JOSS."

MAGISTRATE WHO UNDERSTANDS.

The many festivities, and religious ceremonies performed to usher the New Year in are not complete without trying one's luck in some game of chance. The Chinese are great believers in this for they say that if one is fortunate enough to make even a few cents on the first day of the year, then, omen is a good one.

There are all sorts of ways in which the Chinese put their luck to the test. Those most favoured by the richer class are *football* and *pai loo*. The poorer class will risk their last few cents in guessing the number of pips in an orange.

Several cases of street gambling were brought before Mr. W. Schofield at the Kowloon Magistrate's yesterday, but his Worship was in lenient mood. He discharged all the offenders with a caution, having due regard to the fact that these people were merely trying their luck.

One Chinese who was arrested by a district watchman said that he was only staking cigarettes and not money. He did that just to get some amusement on New Year day.

In discharging the man, Mr. Schofield said that it was absurd to arrest a man on New Year's Day for such a petty thing as that.

GETTING MONEY FOR NEW YEAR.

UNDERWORLD GENTLEMEN AT WORK.

SEVERAL ARRESTS MADE.

To get money for the Chinese New Year, has always been the hardest problem which many a Chinese has to solve. It was not therefore surprising that several robberies were reported to the Police during the last two days.

The Tong Yee Tong Seamen's Boarding House was robbed of about \$6,238.35 on Sunday night. Four Chinese members of the underworld gained admittance into the house by the use of delivering a letter, and once inside they held up the two *fokis* who were the only occupants at the time. The safe was broken into and jewellery to the amount stated was stolen.

A Chinese married woman living at No. 8 Dalington Path fell a victim to two footpads on Sunday afternoon. She was walking near the Queen's College when the two men attacked her and relieved her of jewellery valued at \$175.

From Shatin comes the report of an armed robbery perpetrated on an old blacksmith by two armed men. After binding and gagging their victim, the robbers made away with clothing valued at \$10.00.

In a lonely part of Kowloon City, eight armed men carried out a raid on a matchbox occupied by a woman and her son. The robbers went to a great amount of trouble in breaking through the shed, tying and gagging the inmates, and their loot was valued at \$50.

SHANGHAI MURDER TRIAL.

CORPORAL ROBERTSON ACQUITTED.

VALUE OF A GOOD CHARACTER.

SIR PETER GRAIN'S SUMMING UP.

Without retiring, the jury in H.M. Supreme Court at Shanghai yesterday returned a verdict of acquittal in the case in which Acting Lapree, Corp. Hector Macdonald Robertson, of the Scots Guards, was charged with murdering Tze Ling Pui, houseboy in the employ of Capt. Dunoon Harvey, A.F.M., Shanghai Defence Force, to whom the accused was batman, on December 2nd, 1927. The case was remarkably well presented by both sides, everything which was properly possible being done by the Crown in the presentation of its case but the capable cross-examination of the accused after he had told his story of how the deceased boy came to his death through accident failed to shake the prisoner. Robertson, a clean cut young fellow of 27 years of age, told his simple story in a most convincing manner and stood up well under the very able cross-examination conducted by the Crown Advocate, Mr. Reader Harris, despite effectively in his final speech with the points put forward by the prosecution, and after the very lucid and fair summing-up of his Lordship the jury immediately returned their verdict of not guilty without leaving their seats.

Sitting on the bench with his Lordship Sir Peter Grain were Capt. Scott Barott, Deputy Judge Advocate General and Mr. T. W. Kwok, Secretary to the Bar and for Foreign Affairs.

The Crown Advocate, Mr. A. G. Mossop, conducted the prosecution. Mr. Ronald G. McDonald appeared on behalf of Capt. Dunoon Harvey. Mr. A. Covey watched the case on behalf of the relatives of the deceased and Mr. M. Reader Harris represented the prisoner.

Defendant's Story.

The prisoner gave his age as 27. He enlisted originally in 1918 in the Highland Light Infantry. He was made batman to Capt. Harvey and came with him to Shanghai.

On December 2nd, witness carried out his usual duties. Capt. Harvey left at 8.30 a.m. while witness was a pair of shoes. After this, he was putting away the cleaning kit, standing with his back to the passage, and reaching up to put the kit on a shelf.

While so engaged, he heard the boy behind him say: "Master talk you clean pistol." Immediately, a shot went off, the bullet striking the wall directly in front of witness. The boy, who looked frightened, grasped the pistol with both hands and witness immediately grabbed at the weapon and pushed it away from himself. Then another shot went off and struck the door of the pantry. Witness at that time had hold of the pistol and was releasing the boy's fingers. After the second shot, witness pulled the pistol from the boy's hand and pushed him away. As he did that, another shot went off and the boy fell to the floor.

Witness continued: "I was terrified, for I knew he had been shot, but I did not know where. I let myself fall to the floor and I picked up my cap and belt and went on. I went down in the lift and on to Amy Road Canal, where I was billeted. There I saw a sergeant and told him to ring up Capt. Harvey and tell him his boy was shot. I then went to my billet."

Alleged Shots Denied.

Witness denied that the deceased shouted: "Li! Li! Li!" It was only about a minute before witness left the flat after the shooting—just time for him to put on his cap and belt. He did not know how the pistol came to be loaded. He knew Capt. Harvey did not keep it loaded. Witness had cleaned it but never had loaded it. The boy had seen witness and the pistols and had shown the greatest interest in the operation. He always asked how the gun was put together and how the pistols worked, but witness never had shown him.

Witness did not think the shot was fired intentionally. After the incident, he was flushed, excited, and nervous, and he was not in a fit condition to make a statement.

Some time previously he had a trifling quarrel with the boy. The latter, during Capt. Harvey's absence, had used an electric iron and allowed the wire to burn, thus endangering the property in the flat. When witness remonstrated, the boy later said he was sorry, promised to get a new wire and asked witness not to tell Capt. Harvey. Since then they had been good friends.

Mr. Harris: On your oath, did you intentionally shoot the boy?

Prisoner: I did not, Sir.

Cross-examined prisoner said that he did not know the police telephone number, nor even Capt. Harvey's; he did not know where to find a doctor; and he thought the boys in the building would not understand him. That was why he

(Continued on next Column.)

ROUND-THE-WORLD TRAMP.

40,000 MILES IN THREE YEARS.

A MODERN TROUBADOUR.

It has often been asked why people should be so foolish as to cycle or fly round the world, and the question has never been satisfactorily answered though wanderlust, or thirst for adventure are generally mentioned when the subject is discussed. Whatever the motive which impels people who do such things no one can fail to admire a man who sets out to walk round the world.

Such a man, at present in the Colony, is Mr. William Wolf, a disabled American soldier. He fought in the Great War, and started out from Los Angeles about three years ago on what he calls "a tramp around the world." He has already covered 40,000 miles and has another 100,000 miles to complete.

Autographs.

Mr. Wolf passed through the Colony about six months ago, arriving by the *President Taft*, and he has since been through North China and Japan. He is the possessor of many autographs from persons of distinction including President Coolidge, a noted Fiji Chief, and a South Sea Island cannibal king. In Japan and Peking, Mr. Wolf has also secured several autographs from political and military leaders.

Singing As He Goes.

Mr. Wolf is walking round the world for a small wage—only \$3500—and the conditions are that he is not allowed either to beg or to steal. A good singing voice is his stock in trade, and, like a troubadour of old he goes from place to place singing to audiences who genuinely appreciate both his songs and his adventurous spirit.

This intrepid wandering minstrel has never worn a hat since he started out, and had never caught a cold despite the severe winter in Peking and Manchuria. He wears only a khaki shirt and trousers.

went straight to his billet, in order to get a report through to Capt. Harvey. He thought the boy still was alive when he went out.

He was not a teetotaler, but denied that he frequently drank to excess. He admitted that Capt. Harvey sent him home from St. Andrew's Ball, but the officer did not say why witness had not had too much to drink on that occasion. Witness had heard whiskey had been missed from the flat and that fault had been found with the boy. The latter had complained to witness and suggested he had taken the liquor, but witness had not. If his actions after the tragedy were curious it was because of his excited state.

Witness, taking the pistol, demonstrated with the Crown Advocate exactly what he said happened between the boy and himself. Robertson and Capt. Harvey both informed the Judge that they never had seen the boy the worse for drink.

Exemplary Character.

Major James Jervis, D.A.P.M. of the North China Command, produced Robertson's regimental and company conduct sheets and said both were clean, there being no entry on either. His employment sheet showed endorsements "very hard-working, honest, sober, and a respectable man; entirely satisfactory and trustworthy." In all cases his military conduct was very good. Witness had known him since March last year, and his conduct was exemplary. Robertson had worked in witness's flat so that he had seen a great deal of the man.

Judge's Summing-up.

The Judge then addressed the jury. He reminded them that the life of a Chinese was of equal value to that of a person of any other nationality, and they must give just as much consideration to this case as if the deceased had been one of their own nationals. He reminded them of this in case it should not have been given the fullest attention, though he did not doubt that they would give it the very fullest consideration. In some cases the evidence was so clear that it was easy to arrive at a determination. This case was not so clear; indeed, in many particulars it was shrouded in mystery. The word "mystery" had been used by counsel on both sides, and it was a fact that there was an element of mystery about the whole affair.

Prisoner Acquitted.

At a few minutes past 6 p.m., the jury were told to consider their verdict, but, without leaving the box, Mr. N. W. Hickling, the foreman, announced that their verdict was "not guilty."

The Judge: Robertson, the jury have found you not guilty and it is only right that I should say that I entirely agree with their verdict. Therefore, you are discharged and there is nothing whatever against your character.

His Lordship thanked the jury for their attention to the case and exempted them from further service for two years.—N.O. Daily News.

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THE HONG KONG DAILY PRESS, WEDNESDAY, JANUARY 25th, 1928.

MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.

Motor Notes—Sensational Price Cut—The New Ford—Improved 6 Cylinder Models—
The Small Family Saloon—Causes of Road Mishaps.

MOTOR NOTES.

EYES AND ROAD ACCIDENTS.

The "human element" is blamed for many accidents in which motorists are involved. When such accidents occur at night, the "human element" is often defective eyesight.

Safety on the road is largely due to drivers' judgment of the speed and location of oncoming vehicles. At night such vehicles are only identified by means of their head or side lights. Even mild forms of defective sight transform two points of distant light into two blurred patches of light. To locate their position accurately is impossible. To judge the speed with which they are approaching is also impossible.

If both the drivers of two approaching vehicles happen to have defective sight, an accident is almost certain.

Many devices have been tried in the attempt to overcome this. The first step for every motor-car driver who intends taking his vehicle on the road after dusk should be to make quite sure his vision is normal. If it is not normal, then he should never be without the appropriate glasses when at the wheel.

THE OPTIMIST.

A youth charged at Bangor Police Court with riding a motor-cycle with an inefficient silencer, no proper brake, and no licence. He said he had just bought the cycle, and the man who sold it did not tell him of the defects.

Superintendent Jones: Have you attended to the brakes?

The Defendant: No.

Superintendent Jones: Well, you intend doing so?

The Defendant: No.

The Superintendent Jones: Why?

The Defendant: I am going to try and sell it back again (laughter).

He was fined 5s. on each charge.

U.S. ATTEMPT ON MAJOR SEGRAVE'S RECORD.

A mystery rival to Major H. O. D. Segrave's record breaking motor-car is being built in Philadelphia for Mr. J. M. White, a wire manufacturer, who hopes to set up a new world's record with this machine, says the *Daily Express* Correspondent in New York.

The works where the motor-car is being built are closely guarded, but it is known that it will be engine by three engines each of 500-horse-power.

These are of the V type, and will be set one in front and two in the rear.

The three engines will be geared directly to the rear axle, and it is stated that a clutch will not be used.

The general design of the motor-car is believed to be similar to Major Segrave's.

Mr. White stated recently that he hopes to attack the world's record of 30.79 miles per hour early this year.

WHAT THE NEW FORD HAS COST.

DEARBORN (U.S.A.), Dec. 5th.

Mr. Henry Ford, in an interview to-day, declared that the production of his new car had cost him \$20,000,000. He stated that the time was approaching when each member of a family would own a car.

Mr. Ford is already preparing for a further change in production, and he intends to maintain a tremendous money surplus. He now has \$50,000,000 in banks. He declared that he began planning a new car in 1922. People continued buying model T, and a quarter of his factory was given up to the production of replacements for that model, which brought an income of \$2,000,000 a month. The factory would continue to manufacture replacements for model T so long as one was on the road.

SENSATIONAL PRICE CUT.

\$200 OFF WHIPPET TOURER.

THOROUGHLY RELIABLE CAR.

It is now 15 months since the Whippet Model "96" was introduced, and already there are some 100 of these cars on the road. From this alone it is sufficiently clear that Whippets are well established in popularity, and now follows the news of a ready-sensational price reduction.

The distributors for South China and Hong Kong, Messrs. Gilman & Co., Ltd., announce big reductions on all models. On the 4-cylinder touring model, for instance, the new price is announced as H.K.\$1,625 a reduction of over H.K.\$200, or about 12 per cent. of the price. The reductions on the Coach 5-seater Model and on the Roadster are also something in the nature of a surprise.

The Same Car.

There has been no sacrifice of any feature of the car to enable this big reduction to be made. The manufacturers have always claimed for its engine reliability and live-ness, a claim which has been proved time and again by organised tests of stock cars, and far more satisfactorily by personal experience, for to be well served by one's car day after day and week after week counts far more than columns of times and statistics.

The car is supposed by the makers to be capable of travelling at a speed of 55 m.p.h. with a petrol consumption of something over 30 miles to the gallon. Both these claims have been proved time and again to have been conservative estimates of the car's capabilities. It is, indeed, an admitted fact that this 15.6 h.p. engine is an extremely efficient and economical power unit.

Body Lines.

The general appearance of these cars is far too well known already in Hong Kong to need detailed description here. In this matter also the reduction in price has brought no alteration. The car is the same smart turn-out as before, with low swung body and low centre of gravity which makes cornering such a different matter. By the way, the self-energising "Bendix" four-wheel brakes are extremely efficient.

Light Car Market.

The Company is in a very strong financial position, and probably has been agreeably surprised at the rapid popularity which the Whippet has achieved. Now, realizing the immense market for the inexpensive light car, and being in the position to make these sweeping reductions, they have made a bold bid for this market.

In return for this enterprise the company undoubtedly deserves to have increased sales and it is likely to get them for a reduction of 12 per cent. on what was already a good bargain is a big temptation to anyone.

The effect of this reduction, coinciding with the appearance of the long-awaited new Ford, is bound to cause a stir in the motor-car world. It is useless to try to prophesy what effects there will be, but the reactions are bound to be far reaching.

THE SMALL FAMILY SALOON.

TESTING A SINGER SENIOR.

In quest of further practical experience of the seating accommodation and road performance of the modern small closed car, writes a motoring correspondent, I took this week over a trial course the 1928 Singer Senior saloon. Its engine is rated at slightly over 11 h.p. (tax £12), but it actually develops on the brake test 32 h.p. The coachbuilt saloon costs £230, so that the car comes within the economy class both as regards price and upkeep cost.

There is now a very real interest in this type of car, and it looks as though the small family saloon will entirely supersede the light family open car.

Good Seating Room.

From letters I have received, the only doubts that are troubling prospective buyers of this class of vehicle relate to seating accommodation and the efficiency of small engines when burdened with the extra weight of the closed body.

(Continued on next column.)

"WHIPPET"

4 Cylinder Model "96"

TOURING MODEL—5-Seater
H.K.\$1,625.

ENGINE 4 Cylinder 15.6 H.P.

LUBRICATION Full pressure feed.

BRAKES Bendix four wheel.

(Ratio of braking area to weight is greater than in any other light car of to-day.)

A CAR OF PROVED RELIABILITY
at an astonishingly LOW PRICE.

Last week I was able to dispel these doubts as regards a 9-h.p. saloon. In comparison the Singer seems quite a large motor-car. Here the seating accommodation is not only ample but generous.

Road performance was quite creditable. It would have been better, no doubt, had the engine been run in. When delivered to me the car had only run 300 odd miles. It was steadily improving after the 430 marks had been reached.

Maximum speed was in the neighbourhood of 45 m.p.h. on top gear. Only three speeds are provided, which is as much as one can expect with a car of this class.

Perhaps no time goes on even small inexpensive cars with all have four speeds and this would be a very big improvement.

40 Miles To The Gallon.

Petrol consumption was just under 40 miles to the gallon, so that with the 9-gallon tank at the rear you can count on nearly 350 miles running without refilling.

The brakes on this little car, operated on the Dewandre vacuum servo principle—that is, engine assisted—are far above the average, and this, combined with good road

holding qualities, easy steering and general simplicity of control, make it a very safe car to handle. The equipment of the saloon is excellent.

The rear window light can be raised or lowered from the driver's seat—a convenience when you wish to converse at night. The one-piece windscreen gives a good driving vision—in fact, the all-round vision in the car is excellent and there are no blind spots to worry the driver.

The finish of the car is above average and the cellulose indistinguishable from the best paintwork.

MORRIS COMMERCIAL CARS

12 C.W.T. MORRIS 11.9 H.P. 9' 6" W.B.	HONG KONG CASH PRICE
Chassis only with 33" x 4 1/2" S.S. Tyres	£195
Lorry complete with Cab and drop sides	255
Popular Van complete with Cab	265
De Luxe Van complete with Cab	275

1 TON MORRIS 15.9 H.P. 10' 2" W.B.	
Chassis completely equipped with 33" x 5" tyres	£235
Lorry complete with Cab and drop sides	295
Tipping Lorry complete with Cab	310
General Utility Vehicle complete	325
Standard Van complete with Cab	335
De Luxe Van complete with Cab	350
Bakers Van complete with Cab	370
Furniture Van complete with Cab	370
Ambulance Type A complete	430
Fever Van complete	450
Colonial Ambulance complete	485
Charabanc for 14 passengers	510
Hotel Bus Type T1	515
Bus De Luxe	570
Special Saloon Bus Type D3	575

25 C.W.T. MORRIS 15.9 H.P. 10' 2" W.B.	
Chassis Z. 1 complete with 33" x 5" tyres	£290
Chassis Z. 2 complete with 33" x 5" tyres & F.W.B.	320
Type Z. 1 Standard Lorry complete with Cab	350
Type Z. 1 Standard Van complete with Cab	385
Type Z. 1 De Luxe Van complete with Cab	400
Type Z. 1 Charabanc for 14 passengers	550

30 C.W.T. MORRIS 15.9 H.P. 10' 2" W.B.	
Chassis Z. 3 complete with 32" x 6" tyres	£320
Chassis Z. 4 complete with 32" x 6" tyres & F.W.B.	350
Type Z. 3 Standard Lorry complete with Cab	385
Type Z. 3 Standard Van complete with Cab	415
Type Z. 3 De Luxe Van complete with Cab	430
Type Z. 4 Standard Lorry complete with Cab	415

30 C.W.T. MORRIS 15.9 H.P. 11' 6" W.B.	
Chassis Z. 5 with 32" x 4 1/2" tyres, dual rear. F.W.B.	£320
Chassis Z. 6 complete with 32" x 6" tyres & F.W.B.	355
Type Z. 5 Standard Lorry complete with Cab	390
Type Z. 5 Standard Lorry complete with Cab	420
Type Z. 5 Charabanc for 18 passengers	620
Type Z. 6 Charabanc for 18 passengers	650
Type Z. 6 Special Saloon Bus	670
Type Z. 6 Special Saloon Bus	700

30 C.W.T. 6-WHEELER 15.9 H.P. 11' 8" W.B.	
Chassis only equipped with 32" x 4 1/2" tyres	£538
Chassis with War Dept. type Body	628

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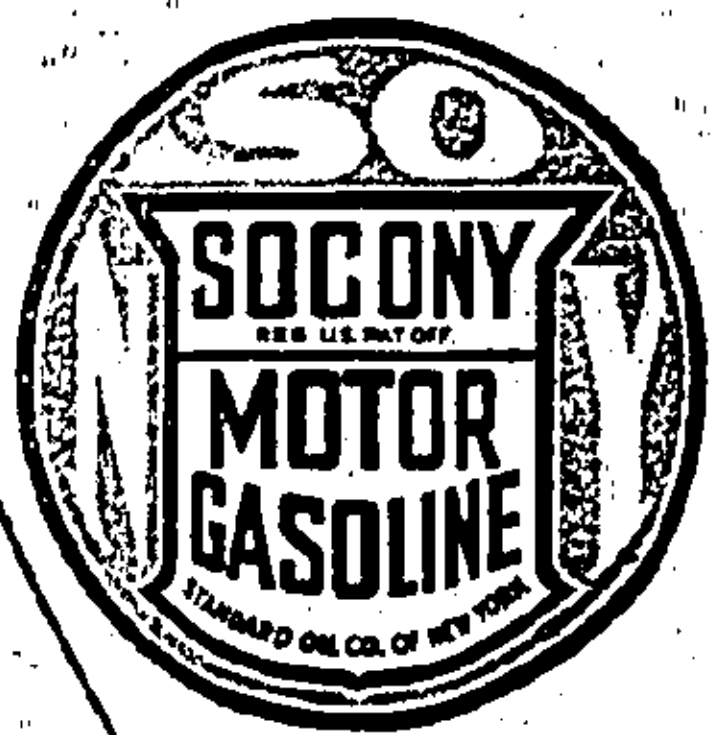
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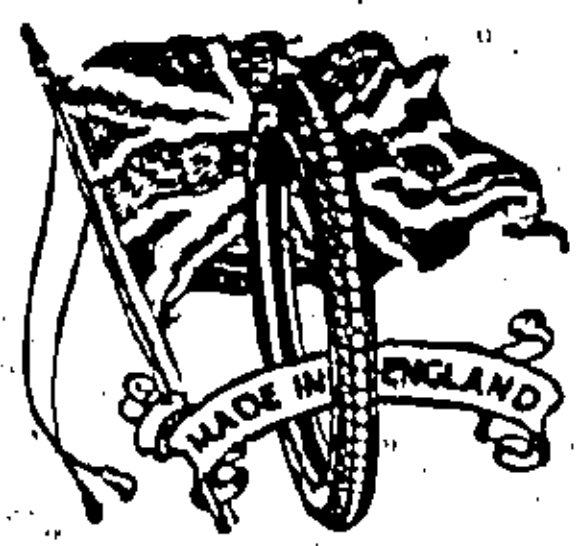
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DUNLOP RUBBER CO., LTD., 16A, DES VOGES ROAD CENTRAL.

MOTORING NOTES

THE NEW FORD.

POINTS TO BE NOTICED.

INTERESTING DESIGN AND APPEARANCE.

[BY JOHN PROLEAU.]

It is very doubtful whether any manufacturer of any sort of article whatever in the entire history of the world's industry has ever succeeded in bringing off so colossal a piece of free publicity as Mr. Henry Ford.

The tales told about this new venture have been as varied as they have been numerous. I believe the only statement which has not been made for the past six months about the new Ford is that it was an 8-cylinder 60-h.p. car selling for less than £100. Only a few days ago I read somewhere a guarded report that it was a 40-h.p. and capable of 70 miles an hour, with the usual "case" so dear to the hasty, voluntary correspondent. And now we have the plain facts, and while there are neither 8 cylinders nor 60 h.p., nor even 40, nor are any of the Arabian Nights tales true, Mr. Ford's new automobile deserves attention.

The Specification.

Here is the specification, necessarily abridged. It is called the British Model 14.9 h.p. The engine is a 4 cylinder, having a bore and stroke of 3.05 by 4.25 in., approximating to 78 by 17 mm. The tax is 21s per annum, and the brake horse power 23 at 2600 revolutions a minute. The crankshaft is carried on three bearings, and is, in the words of the catalogue, "statically and dynamically balanced." The half-time helical gear wheels are of fabric. Lateral valves are fitted of the normal type, the cylinder head being detachable, and the pistons of aluminium alloy.

I was decidedly impressed with the clean appearance of the engine as a whole. It looks to me as if it were necessary to remove the carburettor and induction manifold in order to remove or adjust the valves, but that is really the only criticism, that can be brought against the engine from the point of view of accessibility, and it is one to which a number of excellent engines are subject. The engines of all the cars shown on the stand are finished alike, that is to say tidily, but without the known as show finish. One may, therefore, presume that the customer will find the same pleasing condition of affairs under the hood of his new car. Ignition is by what is called two-unit system, the dynamo being driven from the front of the engine. An interesting point is that the leads from the distributor, which is accessibly mounted above the cylinder head, are of flexible brass tape and not of the ordinary high tension cable variety. The advance and retard of the ignition is automatic.

Some Points Of Interest.

Cooling is by centrifugal water-pump, which is coupled directly to a two-bladed fan revolving inside a wind scoop behind the ordinary type of radiator. The shape of the latter resembles that of the other Ford product, the large Lincoln car. Lubrication of the main bearings and big ends is by pump driven off the camshaft, the cylinder walls and gudgeon pins being oiled by splash. The rear side of the engine carries the self-starter and the oil-filler and dipstick gauge only, and has almost a European appearance. As a whole, the new Ford engine has points to attract the lover of plain, clean design. It does not bear the smallest resemblance to worthy Lizzie's engine.

A multiple dry disc clutch takes the power through a centrally controlled three-speed gear-box of the ordinary type of an enclosed propeller shaft to the conventional spiral bevel-gear back axle, which is additionally laced by Torque rods. Suspension is by semi-elliptic transverse springs, supplemented by Houdaille hydraulic shock-absorbers to both axles.

The brake set consists of internal expanding brakes (an unusual departure for American design) on all four wheels. Both pedal and

(Continued on next column.)

CAUSES OF ROAD MISHAPS.

PEDESTRIANS WHO ASK FOR TROUBLE.

SPEED FIENDS.

I think every motorist would do well to secure and retain for reference a copy of Lieut.-Col. Pickard's admirable paper, "A Review of Road Accidents: Frequency Cause, and Prevention," read at the recent Public Works, Roads and Transport Congress, held at Olympia, says Gordon Fraser.

It is a fascinating and illuminating book-let of reference, which has furnished me with many a half-hour of interest and instruction. There are in it hard facts—scores, hundreds of them. It is easy and

hand lever operate all four, and adjustment is conveniently effected without the necessity for raising the floor boards. A point which applied to me was the position on the right-hand of the driver of the brake lever. The wheelbase is 8 ft. 8 in. and the track 4 ft. 3 in.

The prices of the various models are as follows: Two-seater car, £145; four-seater car, £180; coupe, £185; Tudor saloon, £185; sports coupe £205; saloon, £215.

"Unexpectedly Attractive."

The general appearance of the new car in its various forms is, so far as the body work is concerned, unexpectedly attractive. The models shown are finished off in a variety of pleasing colour schemes. There are a number of details about this new car which deserve careful attention. For example, I thought the instrument board, a complete unit comprising speed indicator and the necessary gauges, quite remarkably well carried out. The flexible steering wheel, which does not in the least resemble the "inside out" wheel of the late Lizzie, is a long expected improvement. It carries in its centre a particularly neat dimmer switch, which is the proper place for such a fitting. Another refinement, to use the popular word, is a night danger signal at the back of the car, which shows the word "Stop" in red letters whenever the brake pedal is depressed. Further, there is an electric windscreen-wiper, and the wheels are of the wire type and detachable, being fixed by the familiar British stud and nut arrangement. The door handles of all the closed models contain extremely neat locks, and another gadget is a petrol gauge. Balloon tyres are fitted, and the engine is mounted on indiarubber blocks.

Any speculation on the performance or value of this machine is obviously futile. The specification, design and appearance, however, are all interesting, though there is little that is new about any of them.

well to preach "Safety first," but here we see exactly where "Un-safety first" has wrought the trouble, and know exactly what to avoid.

Take, for instance, his analysis of the causes of the 935 fatal motor-vehicle accidents that occurred in Great Britain in two months only, June and July, of this year. They are figures forthcoming from coroners' inquests.

Human Element.

It is interesting to learn that faults in the vehicle, such as defective equipment, lights, and so forth, are responsible for only 3.2 per cent. of these fatal accidents.

It is the human element that is chiefly at fault, and I would like to remind my readers that fatal accidents which might have been avoided by drivers are as many as 36 per cent. of the whole, while pedestrians have caused 34 per cent.

All sorts of reasons are given to show how pedestrians brought about the fatalities. The chief are careless crossing of the roads, stepping off footpaths, children running out heedlessly, and so forth. Nothing but home and school education will train up the rising generation to a proper sense of road care.

What about the driving, however, in which the ordinary motorist is most keenly interested? There can be no excuse for the greatest alas proved against the drivers involved in these tragedies. Here are the crimes:—

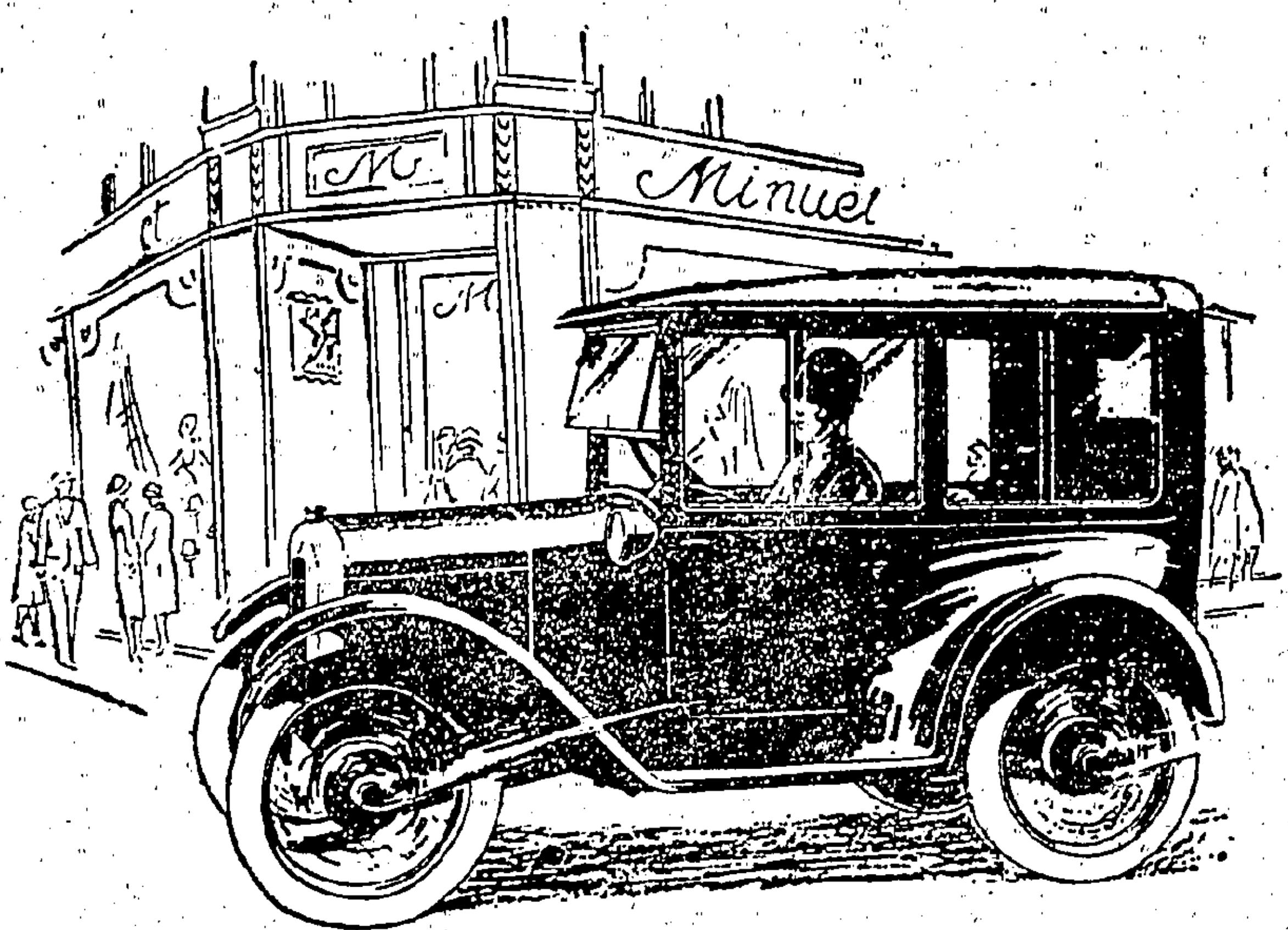
Excessive speed	12.9 per cent.
Inattention	8.2
Carelessness at road junctions	4.5
On wrong side	3.6
Cutting-in	2.5
Failure to sound horn	1.8
Inexperience	1.3
Pillion—lost control	1.2
Miscellaneous	2.2

Road Hogs.

The old question of "What is or what is not excessive speed?" is naturally bound to arise, but Lieut.-Col. Pickard has cut the ground from under the feet of road hogs, who are always full of excuses, by tabulating under this head only cases of excessive speed "having regard to all circumstances."

I am with him in the opinion he expresses that "one or two road hogs caught and exemplarily punished will do more to clear the road of dangerous driving than thousands of prosecutions for minor technical offences unaccompanied by danger."

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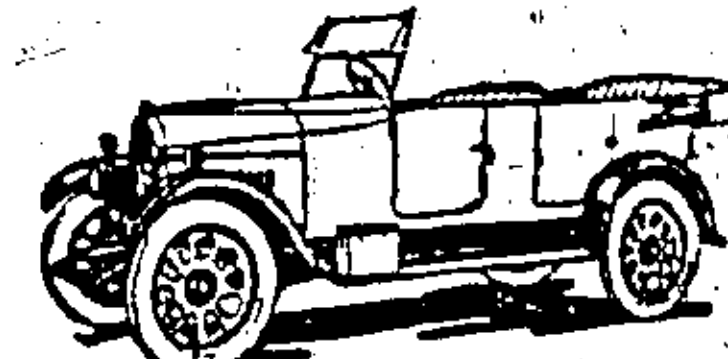
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with Dickey Seat
9/20 H.P. 4-Seater
Tourer
9/20 H.P. 4-Seater
Saloon
14/40 H.P. 2-3 Seater
with Dickey Seat
14/40 H.P. 5-Seater
Tourer
14/40 H.P. 5-Seater
Saloon
14/40 H.P. 3 Coupe
with Dickey Seat



9/20 H.P. 4-Seater Tourer.

Other Models of 20/55 H.P.
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Brakes Standard.

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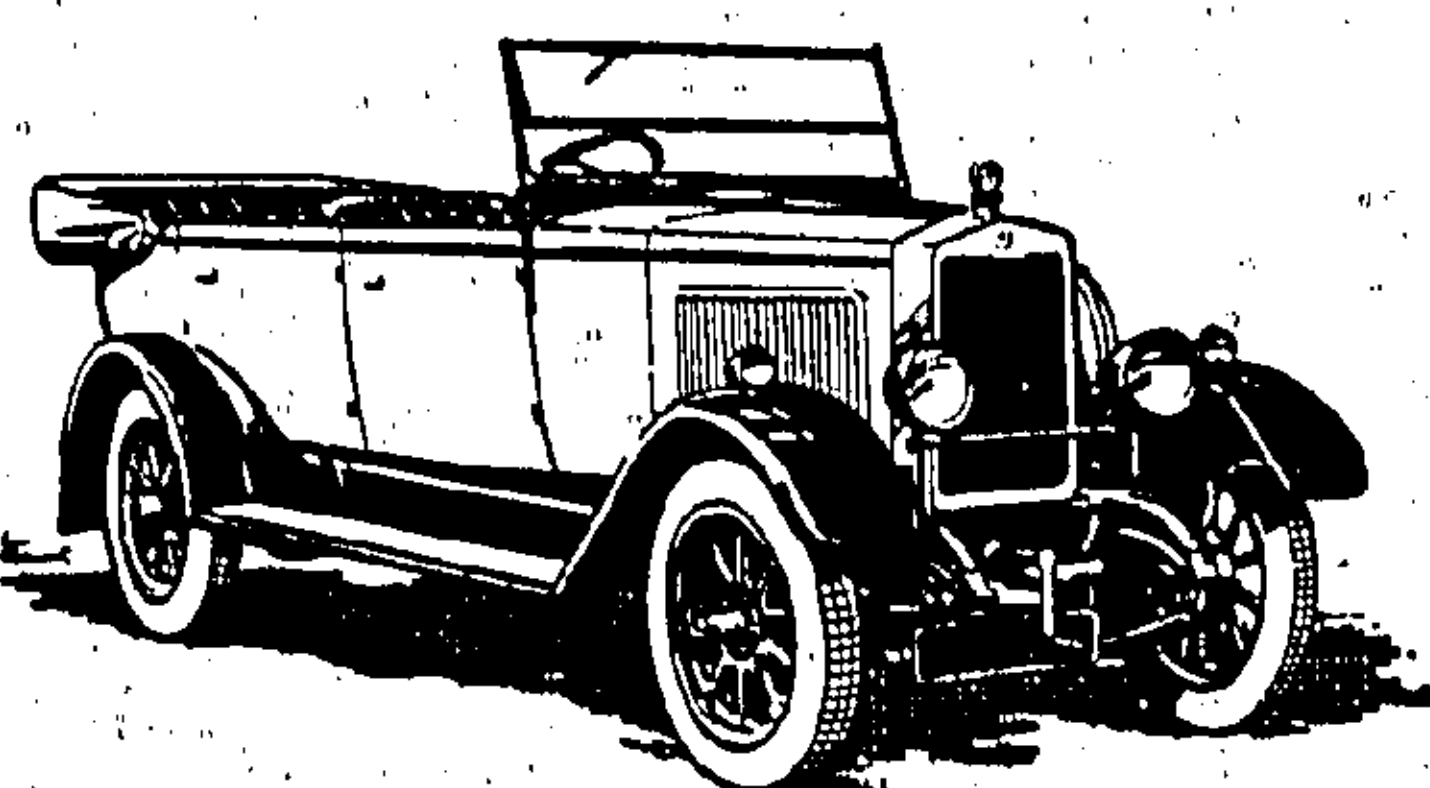
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48" TRACK-105" WHEELBASE.		
ROADSTER 4 Seater	£190	£180
TOURING (4-DOOR) 4 Seater	210	200
COUPE (FIXED HOOD) 2 Seater	220	210
SALOON (4-DOOR) 4 Seater	235	225
TRAVELLER'S CAB	—	200
STANDARD VAN	—	200

MORRIS-COWLEY 11.9 H.P.	WAS	IS
56" TRACK-105" WHEELBASE.		
ROADSTER 4 Seater	—	190
TOURING (4-DOOR) 4 Seater	—	205
COUPE (FIXED HOOD) 2 Seater	—	220
SALOON (4-DOOR) 4 Seater	—	235

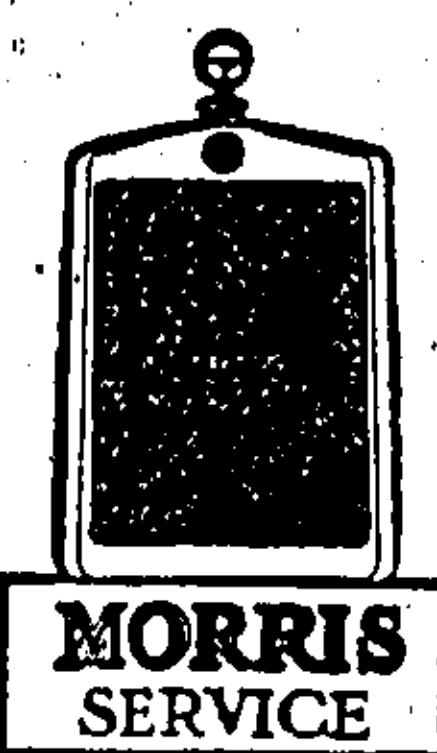
MORRIS-OXFORD 11.9 H.P.	WAS	IS
48" TRACK-105" WHEELBASE.		
TOURING 4 Seater	—	235
SALOON 4 Seater	—	255

MORRIS-OXFORD 13.9 H.P.	WAS	IS
48" TRACK-105" WHEELBASE.		
ROADSTER 4 Seater	250	240
TOURING 4 Seater	270	260
COUPE 2 Seater	290	270
SALOON 4 Seater	310	290
LANDAUETTE 5 Seater	370	330

MORRIS-OXFORD 13.9 H.P.	WAS	IS
56" TRACK-105" WHEELBASE.		
TOURING 5 Seater	295	275
SALOON 5 Seater	335	310

MORRIS-OXFORD 15.9 H.P.	WAS	IS
56" TRACK-114" WHEELBASE.		
TOURING 5 Seater	365	355
SALOON 5 Seater	435	400

MORRIS LIGHT SIX 17.7 H.P.	WAS	IS
2468 cc.—Approx. 2½ litres.		
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BOXING.

THE NEXT TOURNAMENT.

THE FIGHTS FOR FEB. 4th.

The next tournament under the auspices of the Hong Kong Boxing Association is to be held at the Lee Theatre (near Lee Garden) on Saturday, February 4th, and as will be seen from the programme given below, some good fights are promised. Further reference will be made to the tournament at a later date.

The programme arranged by Mr. Brooks, the manager of the Association, includes six fights, and is as under:—

15 Rounds Middleweight Championship Contest of the Colony.

Signalman Morris, H.M.S. Argus, v. Jose Pintos da Silva, transport Pilot Officer (Middleweight Champion, South Africa).

10 Rounds Welterweight Contest.

L.S. Hall, H.M.S. Ambrose, v. Marine Frazier, H.M.S. Tamar.

6 Rounds Welterweight Contest.

Stoker Sharples, H.M.S. Ambrose, v. Marine Harris, H.M.S. Argus.

6 Rounds Featherweight Contest.

Signalman Shopp, H.M.S. Seraph, v. Pte. Hume, K.O.S.B.

6 Rounds Welterweight Contest.

Signalman Batson, H.M.S. Argus, v. Pte. Carney, K.O.S.B.

6 Rounds Lightweight Contest.

Stoker Broad, H.M.S. Seraph, v. Pte. McGregor, Scots Guards.

THE "VINDICTIVE" BOXING CUP.

ARMY DEFEATS NAVY AND SHANGHAI AMATEURS.

Boxing bouts between the Navy, Army, and the Shanghai Amateur Boxing Association, took place last Wednesday night at the Town Hall, for the Vindictive Cup, presented four years ago. The Army won the cup this year, the points secured being, Army 20; Navy 12; S.A.B.A. 9. After the contests, Major E. H. McMichael presented the cup to the Army and also cups to the winners of the bouts.

Following are the results of the bouts:—

Fly-weights.

Pte. Jordan (A) beat Symons (S).

A.B. Hook (N) beat Roberts (S).

Bantam-weights.

B. Herzig (S) beat Pte. Curtis (A).

C/Cpl. Phelan (A) beat L. Sig. Hanson (N).

Feather-weights.

Remedios (S) beat A.B. "Boye" (N).

Pte. Jordan (A) beat Podynskyoff (S).

(Continued on next Column.)

MOTORING NOTES

(CONTD.)

IMPROVED 6-CYLINDER MODELS.

COMFORT AND GOOD RUNNING.

The British medium-powered six-cylinder motor-car, 1928 vintage, is a very much improved car. This at least is my experience after road trials of a number of new models introduced at the recent motor show, writes the Daily Mail motoring correspondent.

The medium-powered six started to make its appearance on an extensive scale at the beginning of this year. It takes time however to perfect a new motor-car, and many motorists expressed some disappointment regarding the new sixes of 1927.

A year's experience is of great value to the manufacturer, and I imagine there will not be much cause for "grousing" in 1928, when there is every indication that the new six will come fully into its own.

Details Improved.

An example of the general improvement in this type of car is to be found in the 15.2 h.p. model six-cylinder Standard which I tried this week at the request of the makers. In my report on the 1927 model I called attention to several small details which, in my opinion, required attention. I will not repeat these here as they have all been put straight.

The model which I took over the Daily Mail trial course was the four-speed fabric saloon. Its behaviour was in every way commendable. The engine ran sweetly throughout all its range of speed, on top from approximately 50 m.p.h. to 55 miles an hour.

A maximum of 55 is not considerable in these days of very fast motor-cars, but this can be said for the car under review, it will do the speed and the makers claim in a pleasant and untroubled manner. You can drive the new Standard as long and often as you like at 50 m.p.h. feeling all the time this is well within its powers.

The Standard I tried previously had only a three-speed gear-box. The one just tested had four, and the extra gear is a very real improvement. Gear changing, all speeds, proved very simple except the change from third to top when starting early in the morning. The oil in the gear box, until warmed up makes the change stiff, and this particular change if you wish to make it quietly and with self-respect needs rather quick work.

Good Hill Climber.

Petrol consumption worked out at 22½ miles to the gallon and oil consumption at 1,200 miles to the gallon—both reasonable, especially the petrol consumption, when you take into account engine capacity and the generous dimensions of the fabric saloon.

Third gear speed proved to be about 40 m.p.h., and here again it was possible to drive at the maximum without unpleasantness. Another considerable improvement I noticed was in regard to engine acceleration on top gear at the lower speeds, when good acceleration is so vital to safety. In addition to very rapid acceleration on third gear the car proved a very good hill climber on top.

Spraying and brakes were satisfactory. The fabric saloon is both handsome in appearance and comfortable to ride in, while the equipment is on a generous scale. The cellulose finish is particularly good. At £140 this car is an excellent contribution to the latest British development in inexpensive closed motoring.

A 3-speed open model is available at £230, and a saloon at £235.

Light-weights.

Pte. Wood (A) was given the bout as his opponent, Tuttleman (S), failed to appear.

Cpl. Wotton (A) beat Talbot (N).

Harris (S) beat A.B. Smith (N).

Cpl. Bayley (A) beat Stoker Whait (N).

Freewell (S) beat A.B. Buchan (N).

Welter-weights.

Pte. Williams (A) beat Caplan (S).

Johansson (S) beat Caldron (N).

Pte. Cummins (A) beat P.O. Derbyshire (N).

Middle-weights.

Grdsman, Bateman (A) beat Stoker Cook (N).

In the welter-weights, the best fight was produced by Johansson (S) and Caldron (N). The Navy man, seemingly had an iron jaw and refused to go down. Enormous applause greeted the loser when he left the ring and later he was given a cup for the best Navy loser.

Curtis (A) was given a cup for being the best Army loser, and Symons very deservedly earned the cup given him for being the best Shanghai loser.

Cummings won the fight by a very large margin.

The only middle-weight contest was between Gden. Bateman (A) and Stoker Cook (N). Cook was outclassed from the commencement.

CRICKET.

H.K.C.C. v. UNITED SERVICES.

FINE RECOVERY BY CLUB.

The big holiday game came to a conclusion a few minutes after noon yesterday. As I suggested in my notes last Friday the batting of the sides was not strong enough to prolong the match past the tiffin interval on the third day.

About a century ago when things looked serious, the chirurgeons would apply leeches. The Club took a leaf out of their books, for the match may justly be called a personal triumph for Donald Leach. He scored 53 and 32, and took 4 for 65 and 9 for 22. He has many fine performances to his credit but I doubt if he has ever done anything to match this.

His partner in crime (speaking from the Services point of view) was Hayward who got 43 and 29 and took three very nice catches.

The vagaries of fortune in the game have seldom been more displayed than in the results of the triangular tournament which always takes place over the Christmas, New Year, and China New Year holidays. The Army beat the Club comfortably, the Navy showed up the Club and distributed the pieces. The Club had the Navy by the short hairs when Jupiter Pluvius intervened to save them, and finally, the Club beat the United Services by four wickets. It is only fair to state however that the Services, though a good side, had been cut up badly. Morris and Bridgeland have just gone home. Dale and Thomson have covered themselves with mud and rain, and the Ruggers at Shanghai, instead of being here to bat and bowl, while camp robbed the team of Hankey and Dobbie—(save for one very nice little knock.) It was hard luck.

Monday's Play.

On resuming the game just after eleven on Monday morning the Club faced an innings of 251. Hayward and Leach went in to face Thorp and Erskine. They are both in form now and for the second time running sent the hundred up for their side before being separated. Thorp was bowling excellently and at about 30 Hayward lost patience and in trying to drive gave Shaw a chance in the deep which he failed to accept. I don't remember seeing Thorp put one down before and I think the backswing caused him to misjudge the ball as he was a bit early, coming in towards it much too fast. Barring this there was no blemish on their score until, with 103 on the board Hayward tried to drive Shaw and missed the off-break which bowled his leg stick (103-1-43.) Sayer after a lucky escape played nicely for 58. Pearce seemed to be settling down for a long stay when Thorp broke one back to touch his pad and go on into the wicket. Quick, who made a welcome reappearance, and backed by permission of the opposing captain (he had not fielded in their innings) showed that he has lost nothing of his old form. Parker got 21 not out and Hinton made a couple of large clumps in his 14. Both he and his successor were run out. He banded a chance very hard to mid-off who, despite a fine attempt failed to hold the ball which he belted him. Hinton ran for it but Parker did not let the ball and on trying to get back Hinton was easily out. Parker played five balls of Erskine's next over and hit the sixth hard to Hunt's left hand. Hamilton was backing up all right and went, but you can't do that sort of thing to a cover of Hunt's calibre and Venn had him out by four feet. Reed shortly after was l.b.w. to Newberry and the innings closed for 230. A very sporting position.

Services Collapse.

So far it was anyone's game but the wicket at the Law Courts end was obviously crumbling. Thorp failed to resist Reed's off ball and Leach took a very smart catch at backward point. For one period it looked as if the Club had checked the match away but Hayward tried to get two hands to a simple chance, off Reed, over his head and dropped it, while next over Salter was dropped at short leg and the wicket off Leach. However, in his present form Hayward doesn't do that sort of thing twice and he caught Salter brilliantly off Leach a bit later, taking a fast chance one-handed at silly mid-off. The next ball Tyingham was taken in the slips and off the first ball of Leach's next over the bowler jumped up to take a splendid c and b high on his left. (Hat-trick for Donald.)

The Wicket Goes.

After this Leach became simply unplayable. The wicket helped him a lot and he used his leg break (varied less than usual by the off-break) with deadly effect. Hayward brought off another fine catch at silly mid-off to send Hunt back. Erskine stayed a bit, but Leach bowled his one bad ball, and dropped a slow fall toss on the base of Shaw's leg stump. Parker then fell forwards at full length in the box to hold Venn—also off Leach—and himself bowled Erskine with a beauty.

The End Comes.

The innings had started at about 3.30 a.m. and Cecil seemed safe to go off (he was down to represent the Navy in a Sim Shield match at hockey) but with Newberry out, Pearce asked the Services to bat. Leachdale was on the ground. He had fielded most of the Club innings as Woolf, unfortunately, got a bit of a heat stroke and was incapacitated. Wood came in gallantly, though the doctors had told him he should not play, and collected five before he skied one back and was well c and b by Leach. Leachdale—or Cecil—which you like—was not out.

Club Play Out Time.

The Club had about half an hour's batting and got 23 for Quick's wicket, Erskine getting an excellent leg-break past the batsman's defence.

Yesterday's Thrills.

The game was renewed yesterday morning when the Club required 67 to win with 9 wickets in hand. Early on Scott played too soon for Thorp and was caught at short leg. Next ball—a bit short on the off, breaking in, Pearce tried to put away for a single but got outside and clipped it into his wicket. The next ball Leach, shot straight along the ground and bowled the off stump, but a no-ball had been called. It was the most dramatic moment of a hard fought match. Had Leach been out, I should not like to guess who would have won as the Club had Sayer, Parker and Hinton all temporarily away at their offices and they might have collapsed even worse than the Services. However the pair of ex-Shanghai-lancers put on 53 for the 4th wicket by splendid cricket—for the bowling and fielding was very keen. When Hayward was caught off his glove from a well-pitched up ball that reared straight up, only 6 runs were wanted. More thrills ensued. Leach was taken at second slip at 87 and Parker l.b.w. at the same total. At this point Sayer was still detained in his office and there was much excitement. However, Moor and Hinton did what was necessary, and the Club won by 4 wickets.

A Review.

It was a splendid match—fought out in a sporting spirit. Leach and Hayward stood out for the Club. For the Services Thorp was easily the best bowler and his figures in no way show the excellence of his handling. The Club fielding was rather in and out and too many catches were put down. Hunt and Erskine were the only batsmen to do anything in both innings, and the former was brilliant at cover. Sayer for the Club was equally so and it is hard to choose between them. Newberry at first slip was excellent—and tremendous agility, saving many runs on the leg side by dashing across. The blank afternoon was filled in by a pick-up game.

R. ABBIT.

Scores and analysis:—

First Innings of United Services.

Lt. Salter, R.N., c Leach, b	6
Reed, c Leach, b Sayer	27
Lt. Hunt, R.M., Hayward, b	25
Capt. Tyingham, S.G., c Leach, b Sayer	38
Capt. Dobbie, K.O.S.B., b Leach	22
Capt. Erskine, S.G., c and b Sayer	21
Pay-Lt. Com. Shaw, R.N., c sub, b Leach	39
Rev. R. T. Venn, R.N., l.b.w., b Leach	30
Lt. Cecil, R.N., c Scott, b Leach	25
S.Q.M.S. Newberry	5
Pearce, b Sayer	5
Tel. Wood, not out	0
Extras: byes, 3; l.b., 3; wide 1	7
Total	231

Fall of wickets:—1/13; 2/47; 3/74; 4/109; 5/131; 6/163; 7/204; 8/232; 9/251/10/251.

Bowling Analysis.

O. M. R. W.	
D. B. Reed	19 3 68 2
D. W. Leach	26 1 4 05 4
G. R. Sayer	16 0 75 4
E. W. Hamilton	8 0 38 0
—Bowled 1 wide.	

First Innings of Club.

A. W. Hayward, b Shaw	43
D. W. Leach, c Cecil, b Erskine	53
G. R. Sayer, c Musson, b Thorp	26
T. E. Pearce, b Thorp	0
Rev. E. K. Quick, c Thorp, b Erskine	28
O. Moor, c Venn, b Erskine	9
M. D. Scott, c Newberry, b Musson	5
H. V. Parker, not out	21
J. R. Hinton, run out	0
E. W. Hamilton, run out	0
E. B. Reed, l.b.w., b Newberry	0
Extras: byes, 13; l.b., 7; wides 2	22
Total	230

Fall of wickets:—1/103; 2/123; 3/130; 4/154; 5/171; 6/177; 7/203; 8/223; 9/233; 10/230.

Bowling Analysis.

O. M. R. W.	
Capt. Thorp	21 6 49 2
Capt. Erskine	20 3 63 3
Tel. Wood	5 0 10 0
Lt. Musson	9 2 30 1
S.Q.M.S. Newberry	4 4 0 31 1
Pay-Lt. Com. Shaw	5 1 20 1
—Bowled 1 wide.	

Second Innings of United Services.

Capt. Thorp, c Leach, b Reed	1
Lt. Salter, c Hayward, b Leach	6
Lt. Hunt, c Hayward, b Leach	23
Leach	0
Capt. Tyingham, c Quick, b Leach	0
Lt. Musson, c and b Leach	17
Capt. Erskine, b Parker	17
Pay-Lt. Com. Shaw, b Leach	9
Rev. R. T. Venn, c Parker, b Leach	9
Lt. Cecil (Lt. Leachdale), not out	0
S.Q.M.S. Newberry, c and b Leach	0
Tel. Wood, c and b Leach	5
Extras: byes 4	4
Total	70

Fall of wickets:—1/2; 2/28; 3/28; 4/40; 5/45; 6/51; 7/63; 8/65; 9/69; 10/70.

Bowling Analysis.

O. M. R. W.	
E. B. Reed	9 1 24 1
D. W. Leach	14 1 3 22 8
Rev. E. K. Quick	1 0 9 0
H. V. Parker	6 3 11 1

Second Innings of Club.

A. W. Hayward, c Thorp, b Newberry	28
Rev. E. K. Quick, b Erskine	8
M. D. Scott, c Hunt, b Thorp	7
T. E. Pearce, b Thorp	0
D. W. Leach, c Thorp, b Shaw	32
O. Moor, not out	0
H. V. Parker, l.b.w., b Shak	0
J. R. Hinton, not out	0
Extras: byes, 8; l.b., 2; no ball, 1	11
Total (for 6 wickets)	93

G. R. Sayer, E. W. Hamilton and E. B. Reed did not bat.

Fall of wickets:—1/9; 2/30; 3/30; 4/33; 5/37; 6/37.

Bowling Analysis.

O. M. R. W.	
Capt. Erskine	8 1 20 1
Capt. Thorp	9 0 27 2
S.Q.M.S. Newberry	5 3 12 1
Lt. Musson	3 0 15 0
Pay-Lt. Com. Shaw	3 0 8 2
—Bowled 1 no ball.	

YESTERDAY'S MATCHES.

RECRCIO v. UNIVERSITY.

On the Recreio Club ground, the Home team played a draw with the University in a friendly match. The University who fielded ten men only were all out for 99 runs and the Recreio lost their 8th wicket for 91 runs, their 9th at 97 runs and the last wicket fell for just 99 runs—to even the scores.

Scores:—

S. Kermani, c D. Xavier, b Figueiredo	8
S. Kermani, c L. T. Silva, b Figueiredo	30
W. M. Gittins, run out	6
H. T. Barma, b C. Basto	7
A. B. Suleiman, b C. Basto	3
A. A. Aziz, c D. Xavier, b C. Basto	5
A. T. Lee, c F. Remedios, b G. Noronha	0
F. S. Chen, c F. Remedios, b C. Basto	12
K. T. Loke, not out	14
F. Hiptonla, c and b C. Basto	0
Extras	14



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The Sunship sails via Honolulu. Fortnightly sailings on Tuesdays.	The Short, Straight Route to America. Fortnightly sailings on Wednesdays.
Pres. Cleveland... Tues. Jan. 31st	Pres. Lincoln... Wed. Jan. 25th, 9 a.m.
Pres. Pierce... Tues. Feb. 14th	Pres. Madison... Wed. Feb. 8th
Pres. Tully... Tues. Feb. 28th	Pres. Jackson... Wed. Feb. 22nd
Pres. Jefferson... Tues. Mar. 13th	Pres. McKinley... Wed. Mar. 7th

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Pres. Wilson... Sun. Jan. 29th, 6 a.m.	Pres. Polk... Sun. Mar. 11th
Pres. Van Buren... Sun. Feb. 12th	Pres. Adams... Sun. Mar. 25th
Pres. Hayes... Sun. Feb. 26th	Pres. Garfield... Sun. Apr. 8th

To MANILA	To SHANGHAI and Japan
Pres. Wilson... Jan. 29th, 6 p.m.	Pres. Van Buren... Feb. 12th, 6 p.m.
Pres. Madison... Jan. 31st, 6 p.m.	Pres. Jackson... Feb. 14th, 6 p.m.
Pres. Pierce... Feb. 6th, 6 p.m.	Pres. Tully... Feb. 20th, 6 p.m.

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G. METZINGER... 1st Feb.	G. METZINGER... 1st Feb.
SPRING... 15th Feb.	SPRING... 15th Feb.
PORTHOS... 29th Feb.	PORTHOS... 29th Feb.
PAUL LECAT... 14th Mar.	PAUL LECAT... 14th Mar.

From Dunkirk, Antwerp, London	For Marseilles
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YALOU (Cargo)... 20th Feb.	D'ARTAGNAN... 14th Feb.

For Shanghai, Japan and North China	For Rotterdam, Hamburg, Dunkirk
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HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, January 24th.

Previous (On Date) (On Date)
at 2 p.m. at 2 p.m.

Barometer... 30.01 29.97
Thermometer... 73 65 72
Humidity... 79 96 78

Wind... Direction... Force...
0 0 0 0 0 0

Weather... Rain...
0 0 0 0 0 0

Highest open-air Temperature, 24th: 73
Lowest open-air Temperature, 24th: 66

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONG KONG TIDE TABLE.

From January 25th to 31st, 1928.

High Water. Low Water.

Days of Week. Date. Time. Height.

Wed. 25. 0 4 3 0 4 3 0 4

Thur. 26. 0 4 3 0 4 3 0 4

Fri. 27. 1 2 3 0 4 3 0 4

Sat. 28. 2 0 3 0 4 3 0 4

Sun. 29. 3 1 3 0 4 3 0 4

Mon. 30. 4 2 3 0 4 3 0 4

Tue. 31. 5 3 3 0 4 3 0 4

CRICKET.

(Continued from page 10.)

MONDAY'S MATCHES.

LEAGUE—DIVISION II.

UNIVERSITY 2nd XI. v. ROYAL ENGINEERS.

The University 2nd XI, who are now leaders in the Second Division, won their seventh consecutive match on Monday on their own ground at the expense of the Royal Engineers, flattening first they declared at 4 p.m. the score being 167 runs for 9 wickets. The Military team began their innings at 4.25 and the University managed to dismiss them just a few minutes before time and won by 30 runs.

University.	Royal Engineers.
H. E. Rama, c Carnegie, b Butler... 22	S. R. Kermani, c Waters, b Durand... 9
M. B. Osman, b Goodwin... 13	M. R. Lee, c Carnegie, b Butler... 25
F. S. Chen, c Waters, b Goodwin... 41	A. Chao Fook, run out... 3
A. B. Suleman, run out... 3	B. N. Sultan, not out... 24
E. Hipkool, b Goodwin... 2	K. T. Lake, b Goodwin... 0
N. P. Karanjia, not out... 0	Extras... 27

Total... 167

Bowling Analysis.

	O.	M.	R.	W.
*Goodwin... 17	5	44	4	4
Durand... 6	2	24	1	1
Butler... 10	0	29	2	2
*Peachey... 3	0	16	0	0
Withers... 3	0	27	0	0
Macdonald... 1	0	1	0	0

*Bowled 1 wide.
†Bowled 2 wides.

Royal Engineers.

Goodwin, run out... 6	Sgt. Waters, c A. T. Lee, b Hipkool... 14
Corpl. Butler, c Osman, b Hipkool... 5	A. T. Lee... 5
Sgt. Jenkins, not out... 33	S/Sgt. Peachey, b A. T. Lee... 19
Sgt. Peachey, b A. T. Lee... 19	Sgt. Peachey, b A. T. Lee... 19
Sgt. Peachey, b A. T. Lee... 19	Sgt. Peachey, b A. T. Lee... 19
Sgt. Peachey, b A. T. Lee... 19	Sgt. Peachey, b A. T. Lee... 19
Sgt. Peachey, b A. T. Lee... 19	Sgt. Peachey, b A. T. Lee... 19
Sgt. Peachey, b A. T. Lee... 19	Sgt. Peachey, b A. T. Lee... 19
Sgt. Peachey, b A. T. Lee... 19	Sgt. Peachey, b A. T. Lee... 19
Sgt. Peachey, b A. T. Lee... 19	Sgt. Peachey, b A. T. Lee... 19

Total... 137

Bowling Analysis.

	O.	M.	R.	W.
A. T. Lee... 18	4	30	2	2
*Hipkool... 15	3	62	4	4
*Sultan... 23	0	32	1	1
*A. Chao Fook... 3	2	2	1	1

*Bowled 2 wides.
†Bowled 1 no ball.
‡Bowled 1 wide.

KOWLOON C.C.

PRESIDENT'S XI. v. VICE-PRESIDENT'S XI.

The Annual Kowloon Cricket Club match between teams captained by the President and Vice-President took place on Monday. China New Year Day, the respective sides being led by Mr. R. E. Lindell and Mr. E. Abraham. Great interest was taken in the match and the members in the match and the match was one of the most enjoyable seen so far in the Kowloon Cricket Club this season.

The Vice-President's team won, as it did last year and Mr. Abraham was congratulated on all sides. He himself tried his hand at bowling, but failed to do so. The last year when he took the last wicket with his first delivery. This time the Vice-President failed to take a wicket and in his only over, he bowled 3 wides, a no ball and gave away 10 runs, but that was for, gotten afterwards "over the bar". The final scores were 206 runs to 173 in his team's favour. Mr. Lindell helped his side with 30 runs and the Rev. Murray retired with 52. For the winners Capt. Bevis and F. E. Lawrence retired with 55 and 57 runs respectively.

President's XI.

W. Bruce, b Goodwin... 23	C. T. Evans, c Lawrence, b Goodwin... 0
G. Lee, b Lyn... 1	C. J. Tachi, b Goodwin... 2
Rev. J. P. Murray, retired... 52	N. H. Ross, c Abraham, b Buxton... 25
R. E. Lindell, b Goodwin... 30	W. Guest, not out... 7
W. Hirst, c Hyde, b Lyn... 4	F. G. Herridge, b Goodwin... 0
V. Hast, c Bevis, b Lyn... 25	Extras... 25

Total... 173

Bowling Analysis.

	O.	M.	R.	W.
Lyn... 7.2	0	23	4	4
Goodwin... 0	0	23	4	4
Hyde... 3	1	28	0	0
*Bevis... 3	0	31	0	0
Petheram... 3	0	12	0	0
Buxton... 4	0	13	1	1
*Abraham... 1	0	10	0	0

*Bowled 1 wide.
†Bowled 3 wides and 1 no ball.

(Continued at foot of next column.)

ENGLAND v. SOUTH AFRICA.

SOME BIG SCORING.

HOME TEAM'S TOTAL EASILY PASSED.

(THROUGH BUTTER'S AGENCY.)

DURHAM, Jan. 23rd. When play was resumed this morning the weather was overcast but exceptionally warm and the wicket playing a good deal faster than on Saturday. Having dismissed South Africa for 245 England had made 40 for no wicket. By lunch-time England's score had been raised to 121 for two wickets. Holmes being 121 not out. There was some rapid scoring during the afternoon. Hammond and E. Tyldesley being in great form, the latter being seventy-two not out, at the tea interval while the Lancashire man had scored 75 before losing his wicket.

At the close of play England was in the excellent position of 381 for 5 wickets. Hammond had 121 and Tyldesley 75. England's total was 430. South Africa were 50 for no wicket at luncheon and 135 for the loss of 3 wickets at tea time. Taylor scored 60.

Score:—

England: 381, for 5 wickets.

Further Details.

In sunny, hot weather, before a small attendance and on a fairly fast wicket, England compiled 430. Stevens scored 60; Vincent had 60 for 131 and Napier 4 for 94. South Africa were 50 for no wicket at luncheon and 135 for the loss of 3 wickets at tea time. Taylor scored 60.

M.C.C.'S JAMAICA TOUR.

(BRITISH WIRELESS SERVICE.)

Receiv. Jan. 23rd.

The English cricket eleven, captained by the Hon. Lionel Tennyson, sailed to-day for the tour in Jamaica.

Vice-President's XI.

A. W. Ramsey, c and b... 1	Brace... 14
Capt. F. G. Bevis, retired... 55	E. B. Morton, st. Lindell... 6
Murray... 5	W. Hyde, c Tachi, b Murray... 21
F. E. Lawrence, retired... 57	H. T. Buxton, st. Lindell... 15
Brace... 15	F. Goodwin, c and b Evans... 6
C. W. A. Pepper, st. Lindell... 6	B. Ross... 13
E. Abraham, b Herridge... 43	B. Petheram, not out... 7
J. C. Lyn, lb.w., b Ross... 0	J. C. Lyn, lb.w., b Ross... 0
Extras... 20	Extras... 20

Total... 208

Bowling Analysis.

	O.	M.	R.	W.
Brace... 14	2	55	2	2
Ross... 4.4	0	24	2	2
Murray... 7	0	42	2	2
Lee... 7	0	27	0	0
Guest... 3	0	19	0	0
Evans... 2	0	14	1	1
Herridge... 3	1	9	1	1

Total... 208

CRAIGENGOWER & CRECRO.

The Club de Recreation unexpectedly bent the Craigengower Cricket Club on their opponents' ground in a low scoring match. Bailing first the Portguese could only compile 51 runs, but they did very well in dismissing their opponents for the poor total of 63 runs. Alves was chiefly responsible for his side's win, securing 6 wickets for 13 runs and contributing 20 runs. Hanson (C.C.C.) was top scorer with 29 runs.

Score:—

Recreio.

R. C. Reed, c Oliver, b Abbas... 10	L. J. Gutierrez, b Hanson... 5
H. A. Alves, c Leonard, b Y... 29	Abbas... 7
M. P. Pina, c Fritz, b Y... 7	D. Xavier, b Omar... 1
F. de Sousa, b Omar... 1	F. H. Carvalho, c Mody, b Y... 0
Y. Abbas... 0	H. A. Barros, c Mody, b Y... 0
Abbas... 0	D. F. Lopes, not out... 0
A. A. Remedios, c Fritz, b Y... 0	Y. Abbas... 0
C. M. de Sousa, c Hanson... 0	B. Y. Abbas... 0
Extras... 10	Extras... 10

Total... 81

Bowling Analysis.

	O.	M.	R.	W.
Hanson... 4	0	11	1	1
S. Abbas... 6	0	10	1	1
Oliver... 3	1	14	0	0
Y. Abbas... 4	3	6	2	2

Craigengower.

H. P. Lim, lb.w., b Pina... 1	E. Zimmer, b Sousa... 17
J. Leonard, c Barros, b Alves... 1	Y. Abbas, c and b Alves... 0
F. K. Mody, b Pina, b Alves... 4	F. O. Harris, c Carvalho, b A... 29
A. Alves... 0	W. B. Muskett, c Remedios... 0
B. Sousa... 0	S. Abbas, run out... 11
D. Fritz, b Alves... 0	U. M. Omar, not out... 0
Extras... 5	Extras... 5

Total... 63

Bowling Analysis.

	O.	M.	R.	W.
Pina... 7	3	5	1	1
Alves... 5.3	0	13	5	5
Sousa... 4	1	10	3	3
A. A. Remedios... 2	0	0	0	0
Reed... 2	0	14	0	0
Xavier... 3	1	10	0	0

POLICE R.C.

In a pick-up match at the Police Recreation Club, Mr. Baker's XI, beat Mr. Randle's XI, by 17 runs. Each side had two innings and the winners scored 55 runs and 85 in the first and second innings respectively. Mr. Randle's XI made 23 and 97. Meadows, of the losers, made the highest score with 37, while Williamson (26) was top scorer for the winners.

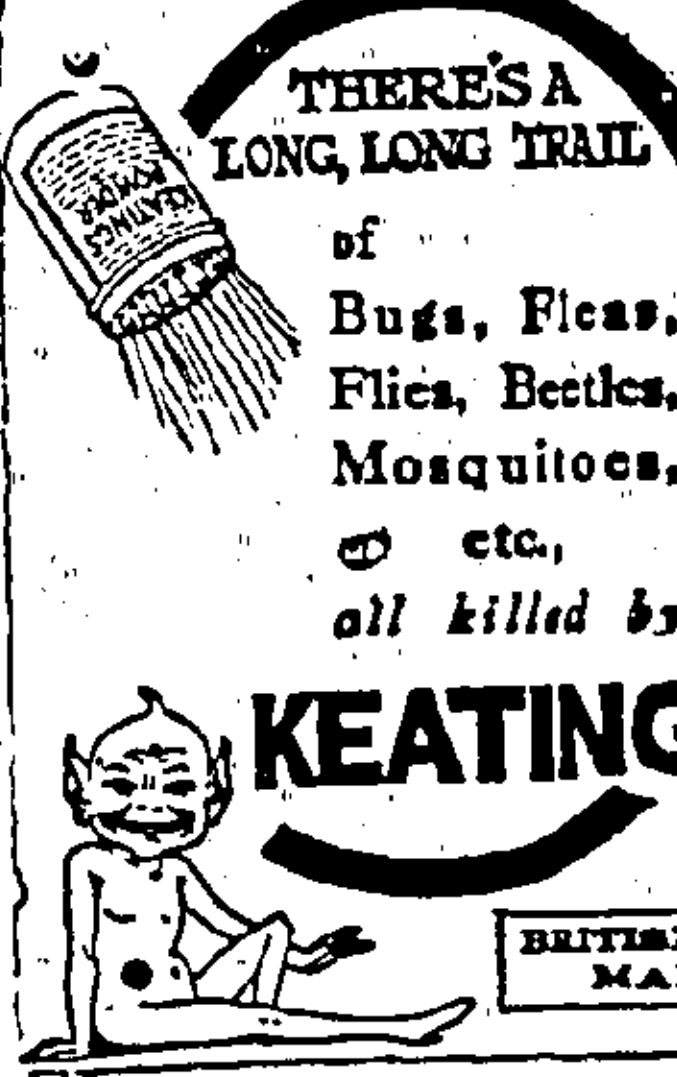
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Hong Kong, 22nd Jan., 1928. [5804]

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HONG KONG HANSARD REPORTS OF THE MEETING OF THE LEGISLATIVE COUNCIL for the Session 1928.

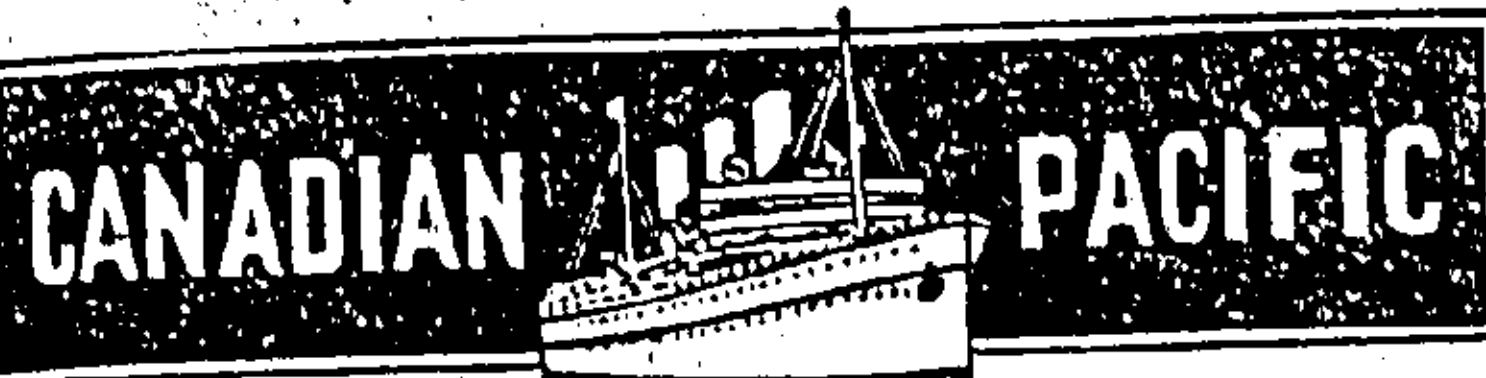
Revised by Members.

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HONG KONG DAILY PRESS OFFICE.

Bowling Analysis.

	O.	M.	R.	W.
Pina... 7	3	5	1	1
Alves... 5.3	0	13	5	5
Sousa... 4	1	10	3	3
A. A. Remedios... 2	0	0	0	0
Reed... 2	0	14	0	0
Xavier... 3	1	10	0	0



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EMPERESS OF RUSSIA	Mar. 7	Mar. 10	Mar. 13	Mar. 15	Mar. 25
EMPERESS OF ASIA	Mar. 23	Mar. 26	Mar. 29	Apr. 1	Apr. 15
EMPERESS OF RUSSIA	May 9	May 12	May 15	May 18	May 27
EMPERESS OF ASIA	May 23	May 26	May 29	June 1	June 15
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Mar. 16	Mar. 18	EMPERESS OF ASIA	Mar. 24

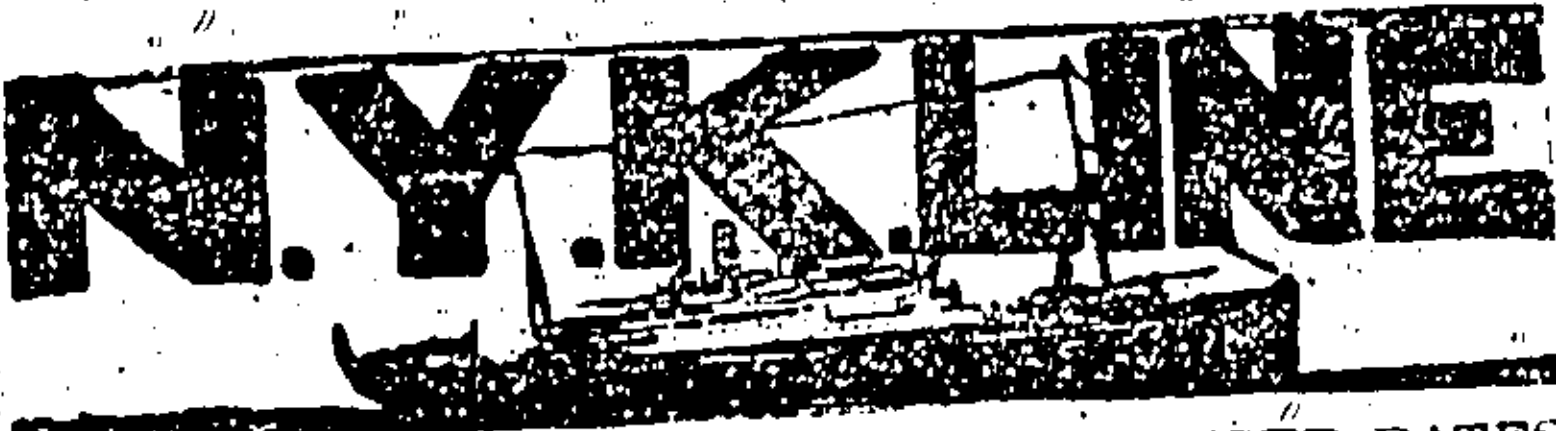
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MISHIMA MARU	Wednesday, 22nd Feb.
TANGO MARU	Wednesday, 22nd Feb.
BOMBAY via Singapore, Penang & Colombo.	
MALACCA MARU	Monday, 27th Jan.
TAMBA MARU	Saturday, 11th Feb.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.	
GINYO MARU	Monday, 6th Feb.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	
KAWACHI MARU	Wednesday, 29th Feb.
NEW YORK and/or BOSTON via PANAMA.	
TATSUNO MARU	Friday, 10th Feb.
LIVERPOOL via Singapore, Colombo, Port Said & Ports.	
DELAGOA MARU	Tuesday, 7th Feb.
CALCUTTA via Singapore, Penang & Rangoon.	
BANGKOK MARU	Tuesday, 31st Jan.
GASAKI, KOBÉ & YOKOHAMA.	
AKI MARU	Friday, 17th Feb.
ANGHAI, KOBÉ & YOKOHAMA.	
MATSUONOTO MARU	Wednesday, 25th Jan.

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M.S. "Java"	28th January	29th February
M.S. "Australia"	15th February	25th March
M.S. "Asia"	21st February	1st April
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THE HOLIDAY FREIGHT RETURNS.

LOW CARGO AND FEWER ARRIVALS.

There were only 19 vessels arriving here during the Chinese New Year holidays and both freights for the Colony and for other ports were below average.

Yesterday's Reports.

The returns for the 24 hours ended at 9 a.m. yesterday showed only four arrivals and only 4,730 tons of general merchandise were imported. Two British ships accounted for 2,200 tons. The s.s. *Lee* (Chinese) was the heaviest contributor with 2,500 tons and the British ship *Yamaguchi* came second with 1,070 tons from Shanghai and Amoy.

Through freights amounted to 3,730 tons, of which 2,610 tons were carried by two British steamers. The s.s. *Nelie*, from Newport and Singapore, was the heaviest carrier with 1,500 tons.

Monday's Figures.

The returns for the 24 hours ended at 9 a.m. on Monday showed a more satisfactory result. There were 15 vessels arriving into port and cargo brought for the Colony totalled 15,177 tons.

Six British ships were responsible for 3,945 tons. Foreign vessels, however, were the best contributors. The *Chian Lee* (Chinese) contributed 2,000 tons from Chefoo, and the Norwegian vessel *Henriol*, from Bangkok, had 1,000 tons.

Through freights were heavy and no fewer than 21,420 tons were manifested. Four British vessels were responsible for 9,439 tons. The two best carriers were the s.s. *Glenaglynn* and the *Troilus*. The former arriving from Singapore had 4,300 tons and the latter also from Singapore carried 4,219 tons.

The arrivals and departures during the two days were the following:-

	Arr.	Dep.
British	9	4
Japanese	4	7
Chinese	2	2
American	2	1
Dutch	1	0
Norwegian	1	1
French	0	1
Total	19	16

VESSELS EXPECTED.

Australian-Oriental Line.	
<i>Changite</i> , Feb. 7th.	
<i>Tidiping</i> , Mar. 9th.	
Bank Line.	
<i>City of Benares</i> , Feb. 12th.	
<i>City of Adelaide</i> , Feb. 14th.	
<i>City of Dunkirk</i> , Mar. 17th.	
<i>City of Bombay</i> , Apr. 14th.	
<i>City of Eastbourne</i> , Apr. 14th.	
<i>City of Carlisle</i> , Apr. 14th.	
Ben Line.	
<i>Bahadi</i> , Jan. 25th.	
British-India and Apcar Line.	
<i>Santhia</i> , today.	
<i>Takada</i> , Jan. 28th.	
<i>Tilawa</i> , Feb. 10th.	
<i>Tilawa</i> , Feb. 10th.	
Canadian Pacific Line.	
<i>Empress of Australia</i> , Feb. 10th.	

Blue Funnel Line.

Vingchow, Feb. 2nd.
Philippine, Feb. 5th.
Tatung, Feb. 7th.
Seneca, Feb. 13th.
Atitlaya, Feb. 18th.
Achilles, Feb. 20th.
Polyphemus, Feb. 25th.
Bellerophon, Mar. 2nd.
Celestus, Mar. 4th.
Sarpedon, Mar. 8th.
Ithrus, Mar. 10th.
Tetras, Mar. 15th.
Tyndarus, Mar. 18th.
Menelaus, Mar. 22nd.
Eurylochus, Mar. 27th.
Automedon, Apr. 1st.
Patroclus, Apr. 5th.
Protesilaus, Apr. 10th.
Phemius, Apr. 11th.
Agamemnon, Apr. 15th.
Lamachus, Apr. 24th.

East Asiatic Co., Copenhagen.

Java, Jan. 28th.
Australia, Feb. 15th.
Asia, Feb. 21st.
Afrika, Mar. 21st.
Malaya, Apr. 15th.
Danmark, May 25th.

Eastern and Australian Lines.

Arara, today.
Tanda, Feb. 6th.
St. Albans, Mar. 5th.

Glen Line.

Glenaglynn, Jan. 27th.
Glenapp, Feb. 2nd.
Glenluce, Feb. 23rd.
Carmarthenshire, Mar. 4th.

Hamburg-Amerika Line and Hugo Stinnes Linie.

Havelland, Jan. 29th.
Saarland, Feb. 5th.
Emil Kirdorf, Feb. 23rd.
Havensleben, March 5th.
Carl Legien, March 23rd.

Java-China-Japan Line.

Tjibodas, Jan. 30th.
Tjikembang, Feb. 2nd.
Tjikondar, Feb. 6th.
Tjikong, Feb. 13th.
Tjikong, Feb. 13th.
Tjikong, Feb. 13th.
Tjikong, Feb. 13th.

Messageries Maritimes.

Yongite, Jan. 27th.
General Metinger, Feb. 1st.
Sphinx, Feb. 15th.
Yalou, Feb. 25th.
Porthea, Feb. 29th.
Paul Lecoq, Mar. 14th.

Nippon Yusen Kaisha.

Mihara Maru, tomorrow.
Haruna Maru, Jan. 27th.
Tenyo Maru, Jan. 27th.
Tatsuno Maru, Feb. 1st.
Delagoa Maru, Feb. 6th.
Tottori Maru, Feb. 6th.
Kamo Maru, Feb. 12th.
Mishima Maru, Feb. 12th.
Katori Maru, Feb. 24th.
Kawachi Maru, Feb. 28th.
Takotoyo Maru, Mar. 8th.
Atsuta Maru, Mar. 8th.
Kabuta Maru, Mar. 20th.
Tenyo Maru, Jan. 27th.
Saga Maru, Jan. 27th.
Rangoon Maru, Jan. 30th.
Seiga Maru, Jan. 30th.

Peninsular and Oriental.

Delta, today.
Kidderpore, Feb. 2nd.
Khiva, Feb. 3rd.
Macedonia, Feb. 3rd.
Malwa, Feb. 3rd.
Karmala, Feb. 10th.
Kalpan, Feb. 17th.
Kashmir, Mar. 1st.
Kyogoku, March 12th.
Mongolia, Mar. 16th.
Morca, Mar. 29th.
Jeyppor, April 9th.
Kashgar, April 12th.
Malwa, April 26th.

DAILY WATERFRONT NEWS.

A SUICIDE.

[BY LONGSHOREMAN.]

On Chinese New Year's Eve, a Chinese jumped into the harbour from the Yamutai ferry *Man Tai* and was lost despite a strenuous effort to save him by the crew of the ferry.

Asiatic Deck Passengers.

The number of Asiatic deck passengers entering the Colony during the 24 hours ended at 9 a.m. yesterday was only 151.

Lighthouse With No Keeper.

Lighthouses controlled entirely by mechanical means will soon be in operation around the English coast. No keeper will need to keep strict watch lest the lamp go out. Everything will be done by the "Robot" lighthouse.

England's first coast lighthouse to be completely turned into a "Robot" is the one at Burnham-on-Sea. Others which will soon be mechanised are the Pender, the Lizard, the South Foreland, Hartland and Skerries.

The system by which the light is controlled has been brought out by the General Electric Company. It consists of electric mechanism which not only looks after the working of the lights but is equipped to deal with emergencies.

The electric lamps are the largest ever made. They are approximately two hundred times more powerful than the ordinary house electric lamps.

There are two of these giant electric lamps in the lighthouse. If one fails it is automatically replaced by the second lamp. If the current fails, an acetylene burner is automatically lighted and swung into position.

WARSHIPS IN PORT.

Warships and auxiliaries in port yesterday were:-
North Wall Basin, *Ambrase*, *Kharki*; East Wall Basin, *Cebu*, *Gannet*, *S/Ms. L-5, L-19*; North Arm, *Titanis*, *S/Ms. L-5, L-19*; West Wall Dock, *Peterfield*, *Wolverine*, *Serpis*; In Dock, *Herald*, *S/Ms. L-5, L-19*; No. 1 Buoy, *Argus*; No. 4 Buoy, *Argus*; No. 7 Buoy, *Serpis*; No. 8 Buoy, *Argus*; No. 9 Buoy, *Hullbrook*; No. 12 Buoy, *Bluebell*; No. 13 Buoy, *Serpis*; No. 19 Buoy, *Argus*; No. 20 Buoy, *Futaba*, *Belga*.

Foreign Men of War:-*Italian*, *S. Cabotti*; *Portuguese*, *Pera De Alentejo*; *U.S.S.*, *Pampanga*, *Sacramento*.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Russia* from Hong Kong on January 4th, arrived at Vancouver on January 22nd.

Norddeutscher Lloyd, Bremen.

Augburg, Feb. 4th.
Cubana, Feb. 14th.

Prinze Line.

Japanese Prince, Jan. 29th.
Chinese Prince, Feb. 21st.

Swedish East Asiatic Co., Ltd.

Genlon, Feb. 5th.
Samatra, Mar. 5th.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT		ELLERMAN LINE
"CITY OF PEKIN"	Havre, London, Rotterdam & Hamburg	14th February
"CITY OF BENARES"	London, Rotterdam & Hamburg	20th
"CITY OF MADRAS"	Havre, London, Rotterdam & Hamburg	26th March

AUSTRALIA SINGAPORE/AUSTRALIA

"CITY OF PALERMO" Leaves Singapore 7th February
For FREMANTLE, ADELAIDE, MELBOURNE & SYDNEY.

Through FREIGHT and PASSENGER bookings from HONG KONG in conjunction with "ELLERMAN" LINE or other service.

BOSTON, NEW YORK & BALTIMORE

"CITY OF KIMBERLEY" via Suez Canal 20th February
"CITY OF ADELAIDE" via Suez Canal 23rd March
"CITY OF DUNKIRK" via Suez Canal 26th April

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON & NEW YORK AMERICAN & ORIENTAL LINE 8th February
"MYRTLEBANK" ORIENTAL AFRICAN LINE 20th April

MAURITIUS & SOUTH AFRICA
"TINHOW" Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, De Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For Freight or Passage on any of the above lines apply:-

Telephone: Central 4791.

[2]

THE BANK LINE, LTD.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BIRMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MADAGASCAR, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"DELTA"	8,067	27th Jan.	Straits & Bombay.
"MALWA"	10,968	4th Feb.	Marseilles and London.
"KHYBER"	9,114	12th Feb.	Marseilles, London, Antwerp & Hull.
"NELLORE"	6,533	25th Feb.	Marseilles and London.
"KIDDERPORE"	5,334	25th Feb.	Straits and Bombay.
"MACEDONIA"	11,120	2nd Mar.	Marseilles and London.
"KALWA"	9,135	10th Mar.	Marseilles, London and Antwerp.
"KASHMIR"	8,935	17th Mar.	Marseilles, London, Antwerp & Hull.
"KARMALA"	9,128	24th Mar.	Marseilles and London.
"MANTUA"	10,946	31st Mar.	do.
"KALYAN"	9,144	7th April	Marseilles, London and Antwerp.
"MONGOLIA"	15,504	14th April	Marseilles and London.
"MOREA"	10,953	22nd April	do.
"KASHGAR"	9,006	12th May	Marseilles, London and Antwerp.
"MALWA"	10,988	20th May	Marseilles and London.
"DEVANHA"	8,155	27th June	do.
"MACEDONIA"	11,120	23rd June	do.

* Passengers to Singapore only. * Limited accommodation available for 2nd class passengers from Hong Kong to London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong	Destination
"SANTHA"	7,734	27th Jan.	Singapore, Penang & Calcutta
"PARADA"	6,949	12th Feb.	do.
"ALAMBA"	8,916	26th Feb.	do.

B.I.-Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong	Destination
"ARAFURA"	6,000	27th Jan., 10 a.m.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"TANDA"	6,935	2nd Mar.	do.
"ST. ALBANS"	4,300	30th Mar.	do.

* Calls at Port Moller.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hanoi, Cebu, Kolumbugan, Tawao, Timor, Durwin, or other ports en route as indicated.

Frequent connections from Australia with the following:-

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand.

Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"KIDDERPORE"	5,254	2nd Feb.	Moji and Kobe.
"KHIVA"	3,135	3rd Feb.	Shanghai, Moji & Kobe.
"MACEDONIA"	11,150	4th Feb.	S'hai, Moji, Kobe & Yokohama
"TANDE"	6,658	7th Feb.	Moji, Kobe, Osaka & Yokohama
"KASMAKA"	9,125	11th Feb.	S'hai, Moji, Kobe & Yokohama
"TALAMA"	8,228	15th Feb.	Amoy, Moji, Kobe & Osaka.
"KASHMIN"	8,955	15th Feb.	S'hai, Moji, Kobe & Yokohama
"TILAWA"	9,144	18th Feb.	Shanghai, Moji & Kobe.
"TILAWA"	10,068	20th Feb.	Amoy, Moji, Kobe & Osaka.
"MAN'YUA"	10,946	22d Mar.	S'hai, Moji, Kobe & Yokohama
"ST. ALBANS"	4,500	6th Mar.	Moji, Kobe, Osaka & Yokohama
"NAGPORE"	5,283	13th Mar.	S'hai, Moji, Kobe & Yokohama
"MONGOLIA"	5,918	13th Mar.	S'hai, Kobe & Yokohama
"MORABA"	10,353	30th Mar.	Shanghai, Moji, Kobe & Y'hai
"AKYURA"	6,000	3rd April	Moji, Kobe, Osaka & Yokohama
"JEYPORE"	6,318	10th April	S'hai, Moji, Kobe & Yokohama
"KASHGAR"	9,005	13th April	do.
"MALWA"	10,986	27th April	do.
"TANIA"	6,595	8th May	Moji, Kobe, Osaka & Yokohama
"NOVAK"	6,369	8th May	S'hai, Moji, Kobe & Yokohama
"DEVANHA"	9,155	11th May	do.
"MACEDONIA"	11,150	25th May	do.
"NANKIN"	7,658	30th May	do.
"KHYBER"	9,114	8th June	do.
"MANTUA"	10,946	21st June	do.

